Appendix 1 – Schedule of Recommended Main Modifications

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM1	Para 2.5	**Amend paragraph 2.5 as follows:** This Local Plan Review document updates and supersedes the 2017 Local Plan, whilst 'saving' relevant policies contained within it, and ensuring that it is in line with the latest national planning requirements, including extending the plan period to ~~2037/38~~ **2038. A schedule of the ~~'saved'~~ policies that would not be superseded is included in Appendix 3.** The Local Plan Review is a key document that sets the framework to guide the future development of the Borough. It plans for homes, jobs, shopping, leisure and the environment, including biodiversity and climate change, as well as the associated infrastructure to support new development. It explains the 'why, what, where, when and how' development will be delivered through the strategy that plans for growth and renewal whilst at the same time protects and enhances the borough's natural and built assets.	For plan effectiveness, consistency with the NPPF, and to align with Main Modifications with respect to the plan period.
MM2	Para 2.11	**Amend paragraph 2.11 as follows:** **The Marine Management Organisation has produced a South East Marine Plan. Under the Marine and Coastal Access Act, any relevant authorisation or enforcement decisions must be made in accordance with the marine plan. Any other decisions which may impact the marine area must also have regard to the marine plan.** The **Kent** Minerals and Waste Local Plan identifies Mineral Safeguarding Areas whose purpose is to avoid the unnecessary sterilization of any mineral resources through incompatible development.	For plan effectiveness.
MM3	Para 2.12	**Amend paragraph 2.12 as follows:** Neighbourhood Development Plans, which are also called Neighbourhood Plans are prepared by Parish Councils and Neighbourhood Forums. A Neighbourhood Plan attains the same legal status as other documents within the Development Plan once it has been agreed at referendum and is made (brought into legal force) by the Borough Council. Government advises that a Neighbourhood Plan should ~~support the strategic development needs set out in~~	For consistency with the NPPF.

		~~an adopted Local Plan and plan positively to support local development~~ **meet certain basic conditions as set out in legislation**. One of the conditions is that Neighbourhood Plans must be prepared in accordance with the NPPF and be in general conformity with the strategic policies of the adopted Maidstone Borough Local Plan Review. **A schedule of the policies that are 'strategic policies' for the purpose of neighbourhood planning are included in Appendix 4.**	

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM4	Para 4.2	**Amend paragraph 4.2 as follows:** Having regard to the Borough's Strategic Plan, as well as the other matters and strategic issues that the LPR will need to address, **looking to the end of the plan period and beyond[1],** the proposed spatial vision for the LPR is as follows: ***[Text box]*** ~~***By 2037***~~ ***Maidstone: A borough open to and*** ~~*E*~~***e****mbracing growth which provides improved infrastructure, economic opportunity* ***and prosperity, along with*** *services, spaces, and homes for our communities, while addressing biodiversity and climate change challenges and protecting our heritage, natural and cultural assets.* ***This will be achieved through the implementation of the Spatial Strategy as set out in Chapter 5 of this Local Plan Review.*** *[Footnote]* [1]**NPPF paragraph 22 requirement to include a vision that looks further ahead (at least 30 years) to take into account the likely timescale for delivery of the new garden settlements.**	For consistency with the NPPF.
MM5	Para 4.6	**Amend paragraph 4.6 as follows:** ~~Development will have regard to safeguarding and maintaining the character of the borough's landscapes including the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings~~. **Great weight will be given to conserving and enhancing the Kent Downs and High Weald Areas of Outstanding Natural Beauty** ~~**and their settings**~~**. Development will conserve and enhance the landscape and scenic beauty of the Kent Downs and High Weald Areas of Outstanding Natural Beauty** ~~**and their settings**~~**.**	For consistency with the NPPF.

		Development **within the setting** will ~~**also**~~ conserve and enhance **the landscape and scenic beauty of the Kent Downs and High Weald National Landscapes and should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. Development will also conserve and enhance** other distinctive landscapes of local value and heritage designations whilst facilitating the economic and social well-being of these areas, including the diversification of the rural economy.	
MM6	Para 4.7	**Amend paragraph 4.7 as follows:** To recognise the climate change emergency by ensuring that development supports the Council's ambition of becoming a carbon neutral borough by 2030 by delivering sustainable and, where possible, low carbon growth which protects **and enhances** the boroughs natural environment. The Council will, through local plan policy, seek to facilitate the necessary infrastructure to enable residents and businesses to minimise their impact on and respond to climate change. Developments will have considered the potential for the site to be delivered in a low carbon way, the incorporation of zero or low carbon technologies, and will include provision to enable future technologies and climate change adaptation. Additionally, development will give high regard to protection and enhancement of biodiversity. **Developers and the Council will work proactively with the sewerage service provider to ensure that any necessary upgrades to wastewater treatment works and/or the sewer network resulting from new development are identified early to ensure that performance of wastewater infrastructure is not diminished by the connection of new development.**	For plan effectiveness.

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM7	LPRSS1	**Amend Policy LPRSS1 as follows:** Maidstone Borough spatial strategy ~~2022-2037~~**2021-2038** 1. Between ~~2022~~**2021** and ~~2037~~**2038** provision is made through the granting of planning permissions and the allocation of sites for **a minimum of** ~~17,746~~**19,669** new dwellings.	For consistency with the NPPF. To ensure the plan is justified and for plan effectiveness.

		2. Between ~~2022~~**2021** and ~~2037~~**2038** provision is made through the granting of planning permissions and the allocation of sites for a minimum of **119,250m² employment floorspace as follows:** i. ~~33,430~~**36,650**m² floorspace for office use; ii. ~~27,135~~**33,660**m² floorspace for industrial use; iii. ~~40,990~~**48,940**m² floorspace for warehousing use. 3. Between ~~2022~~**2021** and ~~2037~~**2038** provision is made through the granting of planning permissions and the allocation of sites **for a minimum of 14,360m² retail, food and beverage floorspace as follows:** i. ~~5,726~~**5,990**m² floorspace for retail (convenience) use; ii. ~~1,116~~**1,220**m² floorspace for retail (comparison) use; and iii. ~~6,927~~**7,150**m² floorspace for food and beverage use. 4. New land allocations that contribute towards meeting the above provisions are identified on the policies map. **Maidstone Urban Area** 5. Maidstone urban area will continue to be a focus for development in the borough. Best use will be made of available sites within the urban area. Renewal is prioritised within the town centre, which will continue to be the primary retail and office location in the borough, and for which further detailed masterplanning is proposed to ensure that the maximum benefit is realised from development in the town centre. **Garden Settlement & Strategic Development Locations** 6. New, sustainable Garden Settlements are identified at Lenham Heath and Lidsing which will provide new homes, jobs and services, all delivered to garden community principles. 7. A Strategic Development Location is identified at Invicta Barracks~~, with potential for development in the Leeds-Langley corridor to support and enable a possible addition to the highway network linking the A274 with M20 J8~~. **Employment Sites**	

		8. **Delivery of Woodcut Farm**, ~~A~~**a** prestigious business park at Junction 8 of the M20 that is well connected to the motorway network, will provide for a range of job needs up to ~~2037~~**2038**. The site will make a substantial contribution to the need for new office space in the borough as well as ~~meeting the 'qualitative' need for a~~ **providing a** new, well serviced and well-connected mixed-use employment site suitable for offices, industry and warehousing~~,~~; ~~and will~~ thereby help**ing** to diversify the range of sites available to new and expanding businesses in the borough. Redevelopment of the former Syngenta Works site near Yalding will make a significant contribution to the provision of employment uses**, as will the continued build out of the Kent Medical Campus/ Newnham Park site**. A number of smaller sites for employment use are allocated around the borough to accommodate a diverse range of employment types. **Gypsies, travellers and travelling showpeople** **9. The Council will seek to ensure that the accommodation needs of the gypsy, traveller and travelling showpeople community over the plan period will be met in full. Further details will be set out in a Gypsy, Traveller and Travelling Showpeople DPD.**	
MM8	Para 5.19	**Amend paragraph 5.19 as follows:** ~~There is a potentially significant emerging need for Gypsy &~~~~and~~ ~~Traveller accommodation~~. As noted elsewhere in this document, work on a dedicated Development Plan Document **(DPD)** ~~will be undertaken at the earliest~~ **opportunity is underway, in accordance with the Local development Scheme (LDS) timetables.** **There is a potentially significant need for gypsy and traveller accommodation. The latest evidence, in the form of a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), indicates an indicative total need for 543 pitches and 7 plots over the period 2023 to 2040. These figures include both those who meet the previous planning definition (as set out in the 2015 Planning Policy for Traveller Sites) and those households of gypsy and traveller ethnicity who do not travel but seek culturally appropriate accommodation.** **Importantly it is recognised that these figures are subject to review and do not represent the final number of pitches that must be allocated through the DPD. Further work is required to understand the short term need for pitches for those meeting the planning definition, as this will indicate the requirement specifically for site allocations and the number will need to be adjusted accordingly at that time. Additionally, assessment of existing sites is required to ascertain how much of the identified need can be sustainably**	To ensure the plan is justified and for consistency with the NPPF.

		and suitably accommodated through existing site reorganisation, intensification and/or expansion, without the need to find additional land for entirely new sites. **Ultimately, the need figures contained in the emerging DPD will supersede the indicative figures provided in this Local Plan Review.**	
MM9	Figure 5.3 (Key Diagram) Page 32	**Amend Figure 5.3 (Key Diagram) as follows:** • Delete the Leeds-Langley Corridor • Update the Strategic Locations for housing (i.e., delineated by a Star 'H' icon)	To ensure the plan is justified and for plan effectiveness. To rectify editorial errors and ensure the Key Diagram is consistent with the Spatial Strategy, as per LPRSS1.

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM10	LPRSP1	**Amend Policy LPRSP1 criterion (3) as follows:** Through a combination of site allocations, identified broad locations and the granting of planning permissions, development in the town centre will deliver in the region of ~~3,059~~ **2,500** new homes, 6,169 sqm of commercial floorspace, and ~~6,462~~ **7,162** sqm of retail/food and drink floorspace to ~~2037~~ **2038**. This includes the following:	For plan effectiveness and factual updates.

Town Centre allocations

Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)
H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0
RMX1(3)	King Street car park	0	0	~~700[1]~~ **1,400**
LPRSA144	High Street/Medway Street~~[43]~~	50	0	150

LPRSA145	Len House[2]~~[1]~~	159	0	3,612
LPRSA146	Maidstone East/ Royal Mail sorting office[3]~~[2]~~	500	5,000	2,000
LPRSA147	Gala Bingo & Granada House	40	TBD	TBD
LPRSA148	Maidstone Riverside	650	TBD	TBD
LPRSA149	Maidstone West	~~201~~ **130**	0	TBD
LPRSA151	Mote Road[2]	172	1,169	0
Sub-total:		~~**604**~~ **1,715**	~~**5,000**~~ **6,169**	~~**2,150**~~ **7,162**
Town Centre Broad Location				
H2 (1) The Mall		400	0	0
H2 (1) Office conversion		~~119~~[5] **174**[3]	0	0
Sites TBC reflecting Town Centre Strategy, but could include components of Sessions House; Broadway; **Lockmeadow;** sites on Week Street; Mill Street Car Park and others		~~700~~ **215**	TBD	TBD
Sub-total:		~~**1,219**~~ **789**	**0**	**0**
TOTAL:		~~**3,059**~~ **2,504**	**6,169**	~~**6,462**~~ **7,162**

~~[1]Revised floorspace amount and boundary to account for delivery of homes on part of the original site~~

~~[21]~~Permission *(20/501029/FULL)* for flexible commercial floorspace including retail, financial and professional, café or restaurant, drinking establishment, offices, clinic or health centre, crèche or day nursery, gymnasium or indoor recreational purposes uses

~~[32]Supersedes LP17 allocation RMX1(2) Maidstone East/Royal Mail Sorting Office~~

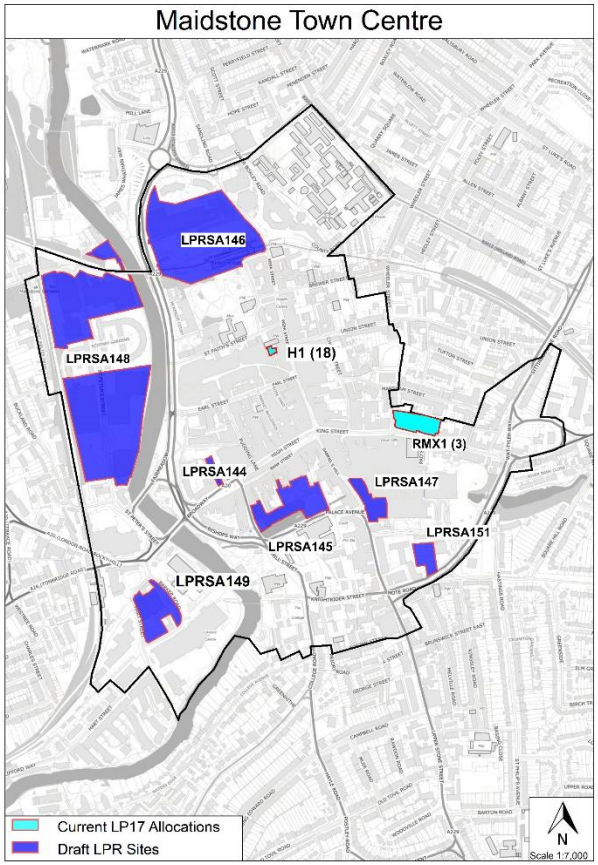
~~[43]Supersedes LP17 allocation H1(13) Medway Street~~

~~[52]~~ Permission *(20/505707/FULL)*

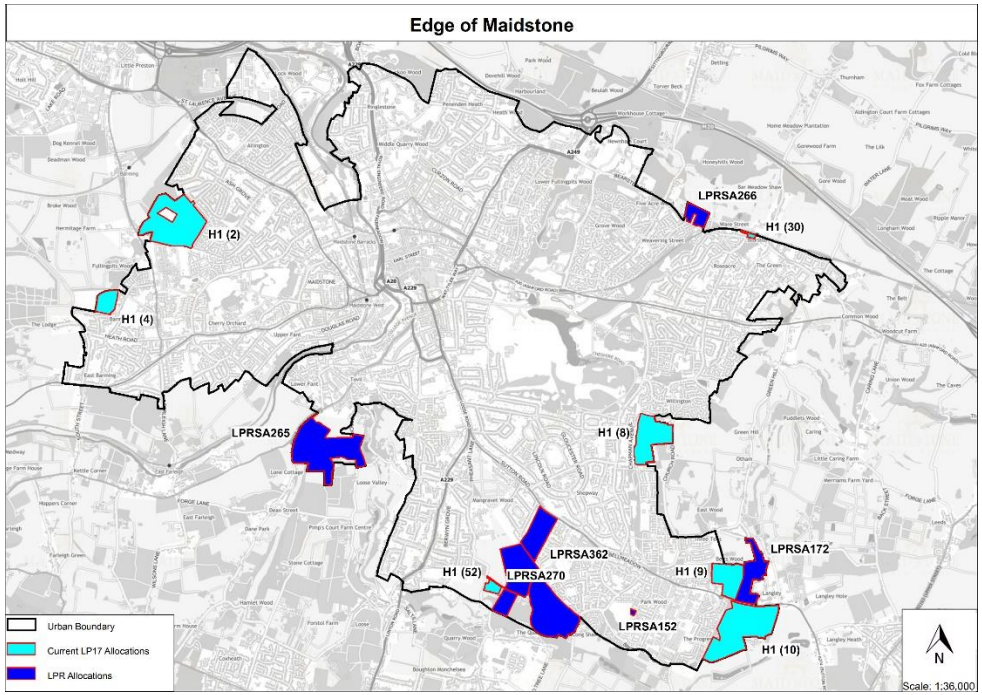
[3]Remaining balance of the LP17 broad location figure of 350 new homes from conversion of poor-quality office stock. Figure from AMR ~~2019/20~~ **2021/22**.

This policy will be revisited and updated to reflect the forthcoming Town Centre Strategy.

Replace figure on page 45 (Maidstone Town Centre) with new figure as follows:

			
MM11	LPRSP2	**Amend Policy LPRSP2 as follows:** **1)** As a sustainable location, Maidstone urban area, as defined on the policies map, will be a key focus for new development**.** 2) Within the urban area and outside of the town centre boundary identified in policy ~~SP4~~ **SP1**, Maidstone will continue to be a good place to live and work. This will be achieved by: a) Allocating sites at the edge of the town for housing and business development;	For plan effectiveness.

		b) The development and redevelopment or infilling of appropriate urban sites in a way that contributes positively to the locality's distinctive character; c) Retaining well located business areas; d) Maintaining the network of district and local centres, supporting enhancements to these centres in accordance with the overall hierarchy of centres; e) Retaining the town's greenspaces and ensuring that development positively contributes to the setting, accessibility, biodiversity and amenity value of these areas as well as the River Medway and the River Len; and f) Supporting development that improves the health, social, environmental and employment well- being of those living in identified areas of deprivation. **g) <u>The planned redevelopment of the Invicta Barracks as a strategic development location to the north of the town centre as identified in Policy LPRSP5(b) for approximately 1,300 new homes, community infrastructure and publicly accessible open space.</u>** ~~(4)~~**<u>(3)</u>** Strategic policy LPRSP3 sets out the requirements for development around the edge of the urban area. Elsewhere in the urban area land is allocated for housing, retail and employment development together with supporting infrastructure. a) Approximately 1,846 new dwellings will be delivered on 23 existing Local Plan sites in accordance with policies H1(11) to H1(30). b) Approximately 178 additional units will be delivered in the urban area on sites LPRSA 366, 152 and 303. c) Fourteen existing sites at Aylesford Industrial Estate, Tovil Green Business Park, Viewpoint (Boxley), Hart Street Commercial Centre, The Old Forge, The Old Brewery, South Park Business Village, Turkey Mill Court, Eclipse Park, County Gate, Medway Bridge House, Albion Place, Victoria Court and Lower Stone Street(Gail House, Link House, Kestrel House and Chaucer House) are designated Economic Development Areas in order to maintain employment opportunities in the urban area (policy SP11(a)). d) Key infrastructure requirements to be delivered either through Section 106 obligations or via CIL include: i. Improvements to highway and transport infrastructure, including junction ~~ii.~~ improvements, capacity improvements to part of Bearsted Road, **<u>A274 Sutton Road, A229 (Royal Engineers Way), and Hermitage Lane</u>,** improved pedestrian/cycle access and bus prioritisation measures, in accordance with individual site criteria set out in policies H1(11) to H1(30);	

		i. Additional secondary school capacity including one form entry expansions of the Maplesden Noakes School and Maidstone Grammar School; ii. ii. Additional primary school provision through one form entry expansion of South Borough Primary School; iii. iii. Provision of new publicly accessible open space; and iv. iv. Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery.	
MM12	Page 52	**Replace Figure 3.1 with a new Figure 3.1 as follows:**  	For plan effectiveness.
MM13	Para 6.71	**Amend paragraph 6.71 as follows:**	For consistency with the NPPF.

		A new garden community rooted in garden village design principles, Heathlands Garden Settlement will become a new sustainably planned place with connected, walkable, vibrant, sociable neighbourhoods for the residents of Heathlands, Lenham, Lenham Heath and Charing in which to live and work. There will be new local jobs, community facilities, schools, cafes shops, and leisure facilities set in high quality public spaces creating an active and animated environment with enhanced biodiversity. To facilitate healthy lifestyles, high quality connected landscapes and green infrastructure will be **provided** for exercise, sport, play, walking, cycling, and leisure, sitting alongside facilities for growing food. Pedestrians, cyclists, and public transport will be priorities helping sustainable travel opportunities with convenient and safe linkages within Heathlands, to surrounding communities and to new community facilities. There will be a sensitive transition between the AONB and Heathlands, with a heathland landscape and strong planting in the northern parcels, and landscaped spaces for village greens, parks, commons and naturalistic green spaces throughout. A new Heathlands Rail Station along the Ashford-Maidstone line will be ~~explored~~ **provided** to achieve a wider sustainable connected network, providing opportunities for residents and businesses along the A20 corridor. Homes will be for all stages of life with affordable provision and will be of a high-quality innovative design reflecting the local vernacular, incorporating its heritage and landscape character. Flexible business space and communal workspace facilities will be provided for new and established local companies and for those that reside locally. **Implementing a proposal of this scale will extend appreciably beyond the plan period. The assessment of impacts and infrastructure requirements has been undertaken on that basis and will be updated as part of subsequent plan review, based upon a detailed Supplementary Planning Document and master planning work.**	
MM14	Para 6.71	**After paragraph 6.71 insert new paragraph 6.71(a) as follows:** **Proposals must be accompanied by a comprehensive Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.**	For plan effectiveness.
MM15	LPRSP4(A)	**Amend Policy LPRSP4(A) as follows**: **The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:** **1) Phasing and delivery**	For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan

		a) Housing completions are anticipated to commence ~~2029~~ **2031**, **with infrastructure being delivered in accordance with the table below;**	period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.

Dates	**Development**	**Indicative Complementary Infrastructure**
Preliminaries	• **N/A**	• **North East access into development site from A20** • **Cycling and footpath connections between Charing and Lenham along the A20** • **Utilities trunking** • **Necessary relocations agreed** • **Community engagement established and ongoing strategy in place** • **Railway Station business case complete and Strategic Outline Business Case approval and Approval in Principle for new rail station** • **Structural planting across the development site, implemented as early as reasonable and practicable, in accordance with a scheme developed through the SPD - see LPRSP4(A)(3)(a)** • **Necessary off-site highway mitigation to align with Monitor and Manage Strategy**
(Phase 1) 2031-2037	• **Cumulative total: circa 1,310 homes** • **New Local Centre including employment offer**	• **Circa 35 ha open space** • **New/improved wastewater treatment mechanisms delivered and cordon sanitaire** • **Phased nutrient neutrality mitigations delivered in**

				appropriate to the early phase and location	**accordance with Nutrient Neutrality Strategy** • **Bus diversions from A20 into the site and connecting to Lenham and Charing to be delivered as early as possible in liaison with the operator and in line with the IDP and Monitor and Manage Strategy** • **Rail Station delivered** • **Necessary off-site highway mitigation to align with Monitor and Manage Strategy** • **North West access into development site from A20, enabling vehicular access including bus services** • **Providing connectivity to A20 footway/cycleway** • **Structural planting in accordance with the Landscape Strategy defined through the SPD** • **Phase 1 employment land delivered** • **Local Centre complete, including linked employment and primary school provision**		
			(Phase 2) To 2045	• **Cumulative total: circa 3,101 homes** • **District Centre**	• **New District Centre complete including principal local service offer, medical facility, public transport hub and other employment generating uses** • ~~**North West access into development site from A20,**~~		

					~~enabling vehicular access including bus services~~ • Necessary off-site highway mitigation to align with Monitor and Manage Strategy. • Ancient woodland enhancement secured • Secondary school provision delivered as necessary • Public Open Space within residential parcels delivered • Structural planting in accordance with the Landscape Strategy defined through the SPD • Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy		
			(Phase 3) To 2048	• Cumulative total: circa 3,758 homes	• A town park • Appropriate bus links to District Centre and neighbouring villages • Necessary off-site mitigation to align with Monitor and Manage strategy • Country Park delivered • Delivery of Public Open Space • Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality strategy • Structural planting in accordance with the Landscape Strategy defined through the SPD		

		(Phase 4) To 2054	• **Cumulative total: circa 5,000 homes** • **New Local Centre**	• **Local Centre including local employment offer and Primary education provision** • **Necessary off-site highway mitigation to align with Monitor and Manage strategy** • **Structural planting in accordance with the Landscape Strategy defined through the SPD** • **Public Open Space within residential parcels delivered** • **Phased nutrient neutrality mitigations delivered in accordance with a Nutrient Neutrality Strategy**	
		(Phase 5) To 2054	• **Cumulative total: circa 5,000 homes**	• **Open space**	

b) Phased release of land parcels of varying size and density to enable a range of developers to bring the site forward for development.
c) Infrastructure will be delivered on a phased basis, when it is needed and as early as possible in the development process where key infrastructure is concerned, in accordance with an agreed phasing strategy.
d) Phasing shall ensure full extraction of minerals sites allocations identified in the Kent Minerals Sites and Waste Plan 2020.

2) Housing:

a) Approximately 5,000 new homes, including 1,400 homes within the period 2029-37;
b) A target amount of 40% affordable housing;
c) Range of house types including across tenures, mix, including for inter-generational living.

3) Landscape & Design

		~~a) Development of the site will adopt measures to minimize the potential for harm and maximise the potential for beneficial changes to the setting of the Kent Downs AONB,~~ ~~b) All built development will be broadly contained within the 110-115m contours to the north of the railway line, with the exception of new road, pedestrian and cycle accesses from the A20;~~ ~~c) How the development will present an appropriate edge to respond to views from the Pilgrims Way within the Kent Downs AONB.~~ ~~d) A landscape scheme will be prepared to inform design parameters including for views into and from the AONB;~~ **a) The design and layout of the development shall be landscape-led and designed to avoid or minimise adverse impacts on the Kent Downs AONB. Where required to mitigate any such impacts arising from the development, structural planting shall be carried out as early as possible in relation to each phase to optimise its effectiveness.** **The development shall include structural planting, including planting belts on an east-west axis provided on parts of the site where appropriate to avoid or minimise adverse impacts on the AONB and views in and out of the AONB. The location and design of the structural planting shall be informed by an LVIA or similar assessment to identify where it is best located. This shall include an appropriate landscaped edge to respond to views from the Kent Downs AONB.** **Structural planting shall maximise opportunities for early mitigation and biodiversity enhancements. The planting regime should seek to implement the structural planting in all phases of the development at the earliest opportunity, notwithstanding, the anticipated commencement of development in each of the various phases as identified above (LPRSP4(A)(1)(a)).** **b) The development will be sensitively located and designed taking into account: the orientation of buildings, building heights, site layout, design, materials, colour and lighting to avoid or minimise adverse impacts on the AONB. This will be developed and secured via the Landscape Strategy and SPD;**	

		c) No built development will be located within 350m of the AONB boundary, with the exception of the new road, pedestrian and cycle accesses from the A20; **d) The development will be carried out in accordance with a Landscape Strategy to be prepared as part of the SPD to inform design parameters including for views into and from the AONB. The Landscape Strategy will include:** **i. Identification of key views for LVIA purposes;** **ii. Location, form, and timing for advanced structural planting;** **iii. Maintenance and protection of long-term structural landscaping;** **iv. High level landscape codes for the most sensitive development interfaces;** e) Provision of appropriate interfaces with existing buildings which will be retained on and around the site; f) ~~How t~~**T**he settlement will be designed to provide an appropriate relationship and connectivity to Lenham, Lenham Heath & Charing, whilst utilising and new linkages between the settlements; g) ~~Investigating how~~ **Optimise** density ~~will be optimised~~, particularly around the areas with the best access to the ~~potential~~ new rail**way** station, district and local centres, and high-quality open spaces, **having regard to the setting of the AONB.** **4) Employment/ Commercial** a) Development should aim to provide for as close to 5,000 new jobs as feasible and viable; b) A new District Centre adjacent to a potential new railway station, including a c) significant knowledge-based employment offer; c) Two new Local Centres, one as part of the early phases of development, and one as part of later phase, each including an element of employment space d) A minimum of 14 hectares of dedicated new employment land. **5) Infrastructure** a) Bespoke infrastructure funding agreement based on the value captured by the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas, particularly Lenham and Charing, where suitable.	

		b) ~~Two new three form entry primary schools will be required,~~ **New primary provision totalling 7 forms of entry will be required across the site;** c) ~~Secondary education provision through either contributions for off-site provision or on-site facilities, or a combination of the two.~~ **A new ~~5 or~~ 6 form entry Secondary School to be provided on site. The timing of delivery of the secondary school will be subject to need, to be agreed in conjunction with Kent County Council.** d) The delivery of an improved or new waste water treatment facility **covering the Greater Lenham / Upper Stour catchment, including sufficient distance being provided between the ~~new~~ Wastewater Treatment Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;** e) A comprehensive set of local community infrastructure commensurate with a new community of approximately 5,000 new homes, principally split between the three new centres; f) A full suite of open spaces will be delivered in accordance with Policies SP13 & INF1 including extensive green infrastructure necessary to meet the needs of the settlement, including amenity green space, play space, sports provision, allotments and natural and semi-natural open space. **g) Delivery of a new medical facility.** **6) Transport Connections** **Prior to the first occupation of any floorspace or units on the development a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.** a) A ~~business case for~~ new rail station will ~~continue to be explored~~ **be provided** on the Maidstone-Ashford rail line~~, with suitable alternative connectivity to the existing station at Lenham if the case is not made~~; b) Two new access connections on to the A20 will be provided to the north of the development, ~~on~~ **forming** routes which cross the Maidstone-Ashford rail line to connect with the southern part of the site.	

		c) A ~~good~~ **highly accessible** public transport facility through the site with new bus routes that provide linkages to the ~~potential~~ new station or existing Lenham Station and between the homes, district and local centres, Lenham secondary school, new schools and other local facilities and adjacent local areas; d) A network of pedestrian and cycle paths throughout the site, linking the district centre and local centres to the housing and employment areas, and beyond the open countryside and to surrounding settlements**, including improved access to off-site PRoWs;** ~~e) Potential Adequate scope for connection to any new future M20 junction as a result of cumulative development between M20 Junctions 8 & 9~~ **e) Impacts to the M20 will be fully assessed and mitigated in accordance with the Monitor and Manage Strategy in co-operation with Kent County Council and National Highways with a particular focus on the development's potential impacts of Junctions 8 and 9, including a mitigation scheme at Junction 8. Mitigation solutions will be established and secured through the Supplementary Planning Document, and Transport Assessment and Monitor and Manage Strategy, as set out in the IDP;** **f) The Supplementary Planning Document will include a detailed Transport Assessment prepared as per an agreed scope with Kent County Council and National Highways, taking into account:** **i. The impact of the development on all surrounding road corridors and junctions as identified and agreed with Kent County Council, with a particular focus on the potential impacts on the A20 corridor east and west of the site;** **ii. Specific mitigation measures to improve junction performance and highway safety, and how such mitigation will be secured (either implemented directly through S278 or funding);** **iii. The timing and trigger points for mitigation measures to be determined in accordance with Monitor and Manage Strategy to avoid potentially severe impacts on the highway network;** **iv. Proportion of vehicle movements acknowledging the prospects for internal trips, sustainable transport measures, and the certainty of the new rail station.** **7) Environmental**	

		a) A new country park around the Stour River **corridor in the** south of the site. ~~including a~~ **The creation of a** wetlands areas to assist with the filtration of nitrates ~~&~~ **and** phosphates arising within the upper Stour catchment, having regard to Natural England's **latest** advice ~~in July 2020~~ regarding nutrients entering the River Stour **and other relevant statutory biodiversity advice;** b) Climate Change adaptations and mitigations aimed at ensuring the new settlement is operationally net zero in terms of carbon emissions; c) 20% biodiversity net gain will be expected to be achieved on-site; d) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance **and be informed by a heritage impact assessment,** in particular the potential for multi-period archaeological remains associated with prehistoric and later activity around Chapel Farm, Mount Castle and Lenham Forstal. **The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate preservation and, where possible, enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here.** e) Site design and layout shall be informed by a sensitive response to local and historic assets and landscapes built heritage that development will need to have regard to includes: • Royston Manor (grade II* listed) • Chilston Park Registered Park and Garden • A number of grade II listed buildings where their setting has the potential to be affected by the development • Listed buildings within the setting of the site including at Lenham and Chilston Park **There are several areas of potential archaeological sensitivity across the site, and these should be surveyed, and development should respond to their significance and be informed by a Heritage Impact Assessment.** f) Use of sustainable drainage methods to manage surface water ~~flooding issues~~ and ensure flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;	

		g) Noise and drainage mitigation measures are identified where required integrated within the design and layout of the site; h) ~~Development creates a number of~~ **The enhancement of existing, and creation of new,** ecological corridors through the site, including along or parallel to the River Stour. **8) Governance and stewardship**: ~~will be set out~~ **the strategy will** identify~~ing~~: a) How the 30-year vision will be fulfilled; b) How the settlement will be community-managed; c) Maintenance of infrastructure, ~~urban~~ **public** realm, and open spaces ~~will be carried out~~; d) Roles for utilities and infrastructure operators; e) How revenues from development will be recycled within the site to meet the above requirements. f) And ensuring that key infrastructure such as public transport can be delivered in a timely manner as the settlement grows, including consideration of risks and actions to maintain their viability and deliverability.	
MM16	LPRSP4(B)	**After paragraph 6.77 insert new paragraph as follows:** **The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to Policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC's critical load for nitrogen deposition), then mitigation will be required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the Council and Natural England, in consultation with the highway authorities, where relevant. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.** **In preparing the Mitigation Strategy, applicants should have regard to the following package of mitigation measures which may be deployed, either in isolation or in-combination, as and when necessary and appropriate for air quality. The mitigations, which are in no particular order and are not exclusive, are as follows:**	For plan effectiveness, and to ensure the plan is positively prepared and justified. To ensure consistency with NPPF and Department for Transport Circular 01/22. To align with other Main Modifications with respect to plan period and development phasing. To reflect that requirements on provision of

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<u>Green Travel Planning focussed on employment facilities, commercial facilities, schools and the use of transport connections within and adjacent to the development.</u>
<u>Traffic calming to discourage access/egress via Boxley and Bredhurst.</u>
<u>Provision of cycle and pedestrian facilities to encourage sustainable modes of transport via Boxley and Bredhurst.</u>
<u>On-site measures to encourage/increase take up of low emission vehicles, such as EV charging points.</u>
<u>HGV and other vehicle “site servicing” and “delivery route” management strategies.</u>
<u>Strategic road signage strategy.</u>
<u>Off-site planting at agreed locations and species.</u>
<u>The design of residential layouts and configuration of estate roads in a manner which discourages access/egress via Boxley and Bredhurst.</u>
<u>Typologies of development located at the southern sector of the site which generate lower car ownership levels of trip rates, i.e.: higher density apartment type accommodation, older persons accommodation.</u>
<u>Home and flexible working supported by broadband infrastructure to encourage and enable people to drive less.</u>
<u>Low emission strategy at south of site and through Boxley/Bredhurst.</u>

Amend Policy LPRSP4(B) as follows:

The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site’s delivery. The following criteria must be met in addition to other policies of this Local Plan:

1) Phasing & delivery

a) Starting <s>in approximately 2027</s> <u>no later than 2028</u>

<table>
<tr><th><u>Phase</u></th><th><u>Development</u></th><th><u>Indicative Complementary Infrastructure</u></th></tr>
<tr><td><u>Preliminary</u></td><td>• <u>N/A</u></td><td>• <u>Access routes into development site</u>
• <u>Utility infrastructure capacity</u></td></tr>
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<td>natural and semi-natural open space are addressed elsewhere in the plan.</td>
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				• Community engagement established and will be ongoing • Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.		
		(Phase 1) From which start date will be no later than 2028	• Cumulative total: circa 590 homes (in first 5 years after commencement)	• Primary connections into the site and corresponding initial bus diversions • AONB - the structural planting to the south of the Lidsing development area (adjacent to the motorway) will be approved as part of the SPD and later outline/hybrid application and this strategic landscaping shall be planted within this period • Detailed approval of the mix of employment uses, building height and design shall be in place in line with the SPD. • Open Space complementary to the 590 completed units in this phase to be delivered • Proportionate secondary school contributions received • During this stage the West-East link road will be completed and will facilitate the full orbital bus route • Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting		

				transport infrastructure that is necessary for this stage, including off-site junction mitigations		
		(Phase 2) From 2033 to 2038	• Housing completions average 150 per annum • New Local Centre	• Completion of the M2 J4 spur, with possible interim utilisation of existing Maidstone Road bridge crossing to allow the employment development to commence early in this stage • Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of off-site mitigations in Bredhurst and Boxley following consultation with local communities • Towards the end of the stage and as necessitated by demand, opening of replacement bridge crossing • Ancient woodland enhancement secured • Proportionate Secondary school contribution received • 3FE Primary school land transferred and serviced for 3FE primary. Contributions to construct will be secured by S106 in each phase • Capstone Valley North-South open space/ pedestrian enhancement completed • Open Space complementary to the completed residential units • Employment site commenced		

		• **Land transferred and serviced for new medical facility for GP surgery to be provided** • **Subject to Transport Assessment and Monitor & Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations**	
By 2038	• **Cumulative total: Minimum 1,340 homes** • **14 ha serviced employment site delivered**	• **M2J4 AONB mitigation for the19ha of land to the south of the M2 completed** • **Open Space complementary to completed residential units delivered and meeting wider SPD phasing**	
(Phase 3) By 2042	• **Cumulative total: circa 2,000 homes**	• **Open space complementary to completed residential units delivered and meeting wider SPD phasing** • **All of proportionate secondary school contributions received**	

b) A mix of sizes of land parcels should be provided to enable development by a range of types and sizes of developers;
c) Ensure that environmental mitigations are delivered in advance of construction, and that requisite infrastructure is ready to operate upon occupation.

2) Housing

a) 2,000 new homes in total, including ~~1,300~~ **1,340** units within the Plan period up to ~~2037~~ **2038**;
b) A target ~~amount~~ of 40% affordable housing
c) Range of housing typologies based on the Council's latest Strateg~~y~~**ic** Housing Market Assessment, including across tenure, mix of sizes of units, including for generational living.

		3) Masterplanning and design parameters **Development will be based on the Masterplan vision framework plan.** a) Development will proceed in accordance with a detailed design code agreed between the Local Planning Authority and promoter; b) Development of the site will be landscape-led to ensure that there are positive enhancements to the Capstone Valley and Kent Downs AONB setting; c) The overall utility of the Capstone Valley will be significantly enhanced including for recreation; d) The development will create a positive outfacing edge when viewed from **the Medway urban area including** Lordswood and Hempstead and the AONB to the south; ~~e) Floorplates may need to be restricted where they impact upon the setting of the AONB;~~ ~~f)~~ **e)** Appropriate interfaces will be created with existing buildings which will be retained on and around the site to protect their significance; ~~g)~~ **f)** Design will reflect how the settlement's shape is configured with regards its relationship to the Medway urban area, as well as the AONB and Bredhurst; ~~h) Investigating how density can be optimised, particularly around the areas with the best access to services and high-quality open spaces~~ **g) The balance of land south of the M2 that is not used for highway infrastructure will be utilised for green infrastructure, including areas for public access, the details of which will be developed through the SPD and masterplanning processes.** **Planning permission will be granted if the following criteria are met, and the submission is in accordance with the approved SPD:** **h) The development proposals for employment uses will not exceed a total floorspace of 42,000 sqm and will respect the topography of the site by minimising the need for site excavation;**	

		i) Landscape buffers of at least 15 metres will be established along the site's boundary to the M2 motorway and the future management of landscaped areas will be secured by S106 Agreement; **j) A landscaped setting for the development and roads will be created alongside a strong internal landscaping framework within the employment development zones adjacent to the M2. These landscaped corridors will be multifunctional to create drainage and ecological corridors and recreational connections which will be developed through the Supplementary Planning Document. This will include a green bridge connection across the motorway;** **k) The maximum footprint of commercial buildings within the identified employment area shall not individually exceed 6000 m 2. The commercial building ridge heights shall not exceed 9 metres within the employment development zone (LCZ4);** **l) The employment buildings adjoining the M2 motorway shall stagger their siting with the majority of buildings sited "gable end on" to the motorway to increase the sense of separation between buildings and reduce the massing of the built form when viewed from the south;** **m) The development proposals for employment buildings will through matters of detailing including lighting, materiality, siting of buildings and positioning of parking areas, alongside strategic and internal landscaping will ensure the development respects the sites visual and physical relationship with the Kent Downs AONB to the south of the M2 motorway and this will be developed through the Supplementary Planning Document;** **n) Residential properties located nearest to the AONB boundary shall be appropriate in height so as not to detrimentally impact the setting on the Kent Downs AONB. In the areas closest to the M2 within the zones referenced LCZ3&4 the building height would not exceed two storeys unless following a full LVIA assessment and taking into account the character area assessment and testing as part of the progression of the SPD it was considered appropriate to increase the height of selective buildings within this zone where agreed with the LPA and Kent Downs AONB Unit;** **o) Residential densities will generally reduce toward the M2 motorway as informed by a master planning character area assessment and LVIA findings.** **4) Employment/ Commercial**	

		a) Development should exceed 2,000 new jobs as feasible and viable due to the area's excellent b) connectivity to the Strategic Road Network; c) 14 Ha of new employment space will be created, focused on the improved motorway access; d) A new Local centre of not less than 1,500m2 of retail, leisure and services will be created, strategically located on a new orbital bus route with good access to employment, Hempstead, and Lordswood; **5) Infrastructure** a) A bespoke infrastructure funding agreement based on the value captured from the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas where suitable. b) A new 3FE primary school within or adjacent to the local centre, and a contribution towards the creation of ~~a~~ new secondary school **capacity** in the Capstone Valley area; c) A comprehensive set of local infrastructure commensurate with a new community of 2,000 new homes, principally focused on the new local centre **including a new medical facility;** d) A full suite of open space will be delivered in accordance with Policy INF1~~:~~**. This would indicatively comprise the provision of the open space typologies below, with further detail to be progressed through the SPD.** i. 3.33 Ha Amenity green space, ii. 1.19 Ha Play space iii. 7.6 Ha sports provision iv. 0.95 Ha of allotments **v. 31 Ha natural/semi natural open space** **6) Transport Connections** **Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.** a) A new connection to the M2 at Junction 4 will be created, enabling improved connections across the Capstone Valley and into Medway;	

		b) A new ~~orbital~~ bus **service:** ~~linking Lordswood & Hempstead, and linking to the Medway town centres will be created;~~ **i. Linking Lordswood & Hempstead, and linking to the Medway town centres;** **ii. Serving Boxley and Bredhurst, including exploring the potential for diversion through the site;** c) New half-hourly bus services to be provided between the site and Chatham via North Dane Way. d) Cycling & Walking links throughout the site, and strategically north-south along the Capstone Valley and into the wider Medway area will be created; e) Priority, through design, throughout the site for vulnerable road users and active travel modes. f) Measures to prevent rat-running in local roads, including through Bredhurst and Boxley. g) ~~(Placeholder for any required offsite capacity improvements, as necessary)~~ **Routes identified as sites for potential mitigations will be subject to further assessment, and this will be undertaken via the Supplementary Planning Document and prior to any initial planning application. Th~~is~~ e Assessment ~~may~~ will include consideration of mitigations in Boxley, Bredhurst and on the A229 and A249 corridors as well as at M2 Junction 3 in accordance with the Monitor and Manage process set out in the IDP. Off-site highway improvements, some of which may be necessary in the Medway area, will be subject to further assessment and delivered in accordance with the development phasing provisions set out in (1)(a) above.** **7) Environmental** a) A Climate Change adaptions and mitigation strategy based on national and local guidelines; b) A minimum of 20% biodiversity net gain will be expected to be delivered on-site; c) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance **and be informed by a heritage Impact Assessment** d) Sustainable drainage methods are implemented to manage surface water flooding issues and ensure that flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required; e) Noise and drainage and light pollution mitigation measures are integrated within the design; f) **The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate conservation and enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding**	

		and enjoyment of the special historic environment here. Heritage **assets** to be responded to within the site include site of a 20th century military balloon installation g) A financial contribution shall be made to mitigate recreational impact on the Medway Estuary and Marshes SPA and Ramsar. h) Site design and layout shall be informed by a sensitive response to local historic assets and landscapes **and appropriate buffering to ancient woodland and/or veteran trees**. **i) Development proposals must demonstrate that the Lidsing garden community, either alone or in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to Policy LPRSP14(A). Mitigation measures will be required where necessary and appropriate.** **8) Governance Arrangements** – no changes **After Policy LPRSP4(B) insert new Key Diagram as follows:**	

MM17	LPRSP5	**Amend Policy LPRSP5 as follows:** 1) Strategic Development Locations will be delivered across the Plan Period for: a) **A target of** 1,300 units at Invicta Barracks b) 1,000 units within the Lenham broad location for housing growth. ~~2) A potential strategic development location will be safeguarded for delivering a new Leeds-Langley Relief Road.~~	To ensure the plan is justified and to align with other Main Modifications with respect to Invicta Barracks and Leeds Langley Corridor.
MM18	Paras 6.82 to 6.92	**Amend paragraphs 6.82 to 6.92 as follows:**	For plan effectiveness. To align with other Main Modifications

		6.82 There is potential for strategic development to assist in the delivery of a new road linking the M20J8 with the A274 around Langley. ~~The consideration of how this new highway could be delivered is a requirement of Local Plan 2017 LPR1.~~ ~~LPRSP5(A): Potential Development in the Leeds-Langley Corridor~~ ~~Introduction~~ 6.83 The reconsideration of the business case for the delivery of a Leeds-Langley relief road is a requirement of the Local Plan 2017 set out in Policy LPR1. ~~Since the adoption of that plan various things have happened.~~ 6.84 The **l**ocal Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, should Maidstone Borough Council require such a route to support future development the Local Highway Authority will work to assist this. ~~6.85 The council has undertaken a study to meet the criteria laid out in the Local Plan 2017 Policy LPR1 as part of the Local Plan Review. The results of the study concluded that whilst previous route alignments considered were feasible in principle as transport projects, they would be unlikely, in spatial planning terms, to support significant development. Therefore, as standalone projects the route alignments considered had limitations in regard to being able to make a strong enough business case for funding.~~ ~~6.86 To overcome these issues the council commissioned further work from independent consultants. This work was to identify variations to the previously considered alignments and would release sufficient enabling development to support the delivery of the road. The Study concluded that an approximate quantum of growth in the region of 3,995 residential units would be capable of funding a scheme without third party funding, should this be unavailable.~~ ~~6.87 The council has supported this work by testing the transport implications of such a highway connection on the local and strategic network through transport modelling. The scheme tested was a highway only scheme.~~ ~~6.88 Alongside the testing of a highway scheme, to fulfil the requirements of Local Plan 2017 Policy LPR1, the council also tested alternatives to a Leeds Langley Highway Scheme. This included a do-nothing scenario and a public transport led solutions along the A274.~~	with respect to Leeds-Langley Corridor – see LPRSP5 and LPRSP5(A).

		~~6.89 In advance of the above work as part of the call for sites exercise, which formed part of the Local Plan Review, local landowners have identified a significant amount of land within the vicinity of the potential highway intervention for mixed use development.~~ ~~6.90 At the current time, the delivery of a new road is not confirmed by the local Highways Authority. Discussions are ongoing however regarding how a scheme may be designed.~~ ~~6.91 With this in mind, a safeguarded area is proposed which requires prospective developments in this area to demonstrate that they do not prejudice the future creation of a new route. This covers the minimum area considered necessary to protect both the alignment of the road and the area necessary for enabling development identified as needed to make the scheme feasible. The safeguarding direction does not preclude development in this area. Existing permissions and allocations remain extant, but upon renewal or variation of consents, Policy SP5(A) will apply.~~ 6.~~92~~**85** Discussions between KCC, MBC, local landowners and other stakeholders will continue, with the potential for a future Development Plan Document to be produced to guide development of the route in partnership with landowners & KCC. It will also be expected that development at the scale anticipated to fund and deliver a scheme will bring forward the normal range of other associated infrastructure. ~~However, there is no new development proposed by this plan within the safeguarded area at the current time.~~	
MM19	LPRSP5(A)	**Delete Policy LPRSP5(A) as follows:** ~~LPRSP5(A) – DEVELOPMENT IN THE LEEDS-LANGLEY CORRIDOR~~ ~~1. Land within the corridor defined on the policies map, will be safeguarded for potential future development, which will be required to provide a quantum of enabling development which will meet its own and future highway needs and to provide connectivity between M20 junction 8 and the A274.~~ ~~2. Development proposals which come forward in the defined corridor will be assessed for their potential to prejudice the delivery of a new highway. Proposals for new residential and commercial development coming forward in the defined corridor will need to be accompanied by a masterplan demonstrating how the development of the site potentially contributes to or does not inhibit the delivery of a Leeds Langley relief road.~~	To ensure the plan is justified.

<table>
<tr><td>MM20</td><td>LPRSP5(A)

Policies Map

Page 67</td><td>Amend Policies Map as follows:

Delete Leeds Langley Relief Road (LLRR) Safeguarding Area.</td><td>To ensure the plan is justified</td></tr>
<tr><td>MM21</td><td>Para 6.94</td><td>Amend paragraph 6.94 as follows:

The MoD keeps its property portfolio under regular review. <s>As part of the MoD review (November 2016) Invicta Park Barracks will be released by 2027.</s> The Local Plan <u>Review</u> identifies Invicta Park Barracks as a <s>broad</s> <u>Strategic Development</u> l<u>L</u>ocation <s>which is unlikely to come forward for housing growth until the end of the Local Plan period</s>. The site has the potential to deliver in the order of 1,300 new homes. <s>Over the plan period the council is working with the MoD to encourage an earlier delivery of the site.</s></td><td>For plan effectiveness.</td></tr>
<tr><td>MM22</td><td>LPRSP5(B)</td><td>Amend Policy LPRSP5(B) as follows:

Invicta Park Barracks is identified as an allocation for <u>a target</u> <s>up to</s> <u>of</u> 1,300 dwellings from the middle of the Local Plan period. The Council will work with the <s>promoter</s> <u>MoD and Annington</u> to produce an agreed Supplementary Planning Document to masterplan and facilitate the site’s delivery. The following criteria must be met in addition to other policies of this Local Plan:

<u>Prior to the first occupation of any floorspace or units on the development of a ‘Vision and Validate’ and ‘Monitor and Manage’ strategy shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with National Highways and KCC Highways.</u>

1. Preparation and submission of a development brief and a master plan prepared in conjunction with and for approval by the council to guide development;
a. <u>Housing completions are anticipated to commence 2027/28, with infrastructure being delivered in accordance with the table below:</u>

<table><tr><th><u>Phase</u></th><th><u>Development</u></th><th><u>Indicative Complementary Infrastructure</u></th></tr></table></td><td>For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.</td></tr>
</table>

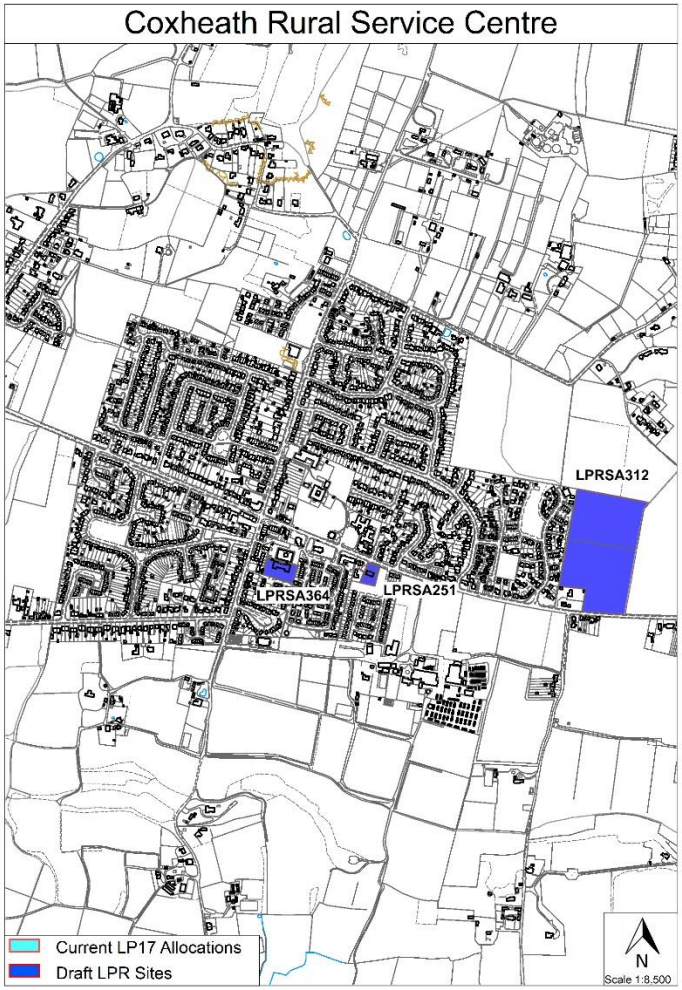
		(Phase 1) From 2027	• **Cumulative total: circa 500 homes**	• **Mechanism agreed for comprehensive redevelopment of the wider Invicta Barracks to deliver 1,300 new homes** • **Identification of land for future educational needs and mechanisms for provision to KCC subject to need being established** • **Timescales and phasing for withdrawal confirmed with MoD** • **Pedestrian/cycle connections to Town Centre** • **Bus diversion into the site** • **Open Space complementary to new homes;** • **Confirmation on reprovision of Hindu Temple;** • **Strategy for re-use of Park House and surrounding parkland/woodland agreed;** • **Biodiversity Plan agreed**		
		(Phase 2) From 2032	• **Cumulative total: circa 1,000 homes**	• **Central parkland enhancement completed** • **Subject to Transport Assessment and Monitor and Manage Strategy A229 junction and Sandling Lane improvements completed (to facilitate access arrangements)** • **Subject to Transport Assessment and Monitor & Manage Strategy, off-site highway mitigations in the vicinity of the site are completed**		

			• **New local/neighbourhood centre established** • **Open Space complementary to new residential units**	
		(Phase 3) By 2037	• **Cumulative total: minimum 1,300 homes** • **New Local / Neighbourhood Centre completed** • **New through school subject to future need being established**	• **Open Space complementary to new residential units** • **North-South Bus route operational.**

2. Integration of new development within the existing landscape structure of the site (supported by ecological, arboricultural, and landscape and visual impact assessments together with the identification of detailed mitigation measures where appropriate);
3. Ensuring requisite community facilities, which may include neighbourhood shopping and health facilities ~~in addition to a new through school~~, are delivered where proven necessary and in conjunction with housing;
4. Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions;
5. Off-site highway improvements as necessary to mitigate the impact of development;
6. Securing a network of public footpath and cycling routes through the site;
7. Preservation of features of ecological importance, including the retention and enhancement of wildlife corridors, and ensuring that connection with ecological features and corridors outside the site is maintained/enhanced**, and securing biodiversity net gain, in accordance with Policy LPRSP14(A).**
8. Enhanced walking, cycling and public transport connections to the town centre and local area;
9. Preservation of Park House (Grade II*) and its setting, in particular the parkland to the north and east of Park House ~~to include removal of existing built development at 1-8 (consecutive) The Crescent to enhance/restore the parkland setting~~; and
10. Development proposals must demonstrate that the necessary sewerage infrastructure is either available or can be delivered in parallel with the development.

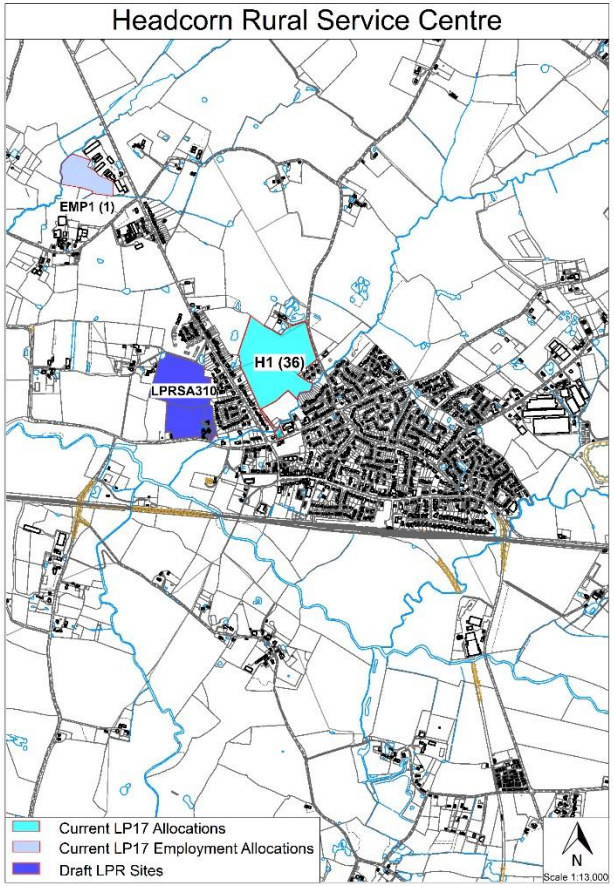
		11. <u>The SPD should have a focus on celebrating the military heritage and broader history of the site.</u> **12. <u>Retention of a Hindu place of worship within the site will be required.</u>** **13. <u>Provision of an 8 FE all through school (2FE primary and 6FE secondary) on the wider Invicta Barracks site, subject to continuing review of future educational need in Maidstone Borough and an ongoing assessment of other sites in and around the town centre with the scope to accommodate some or all of the educational need.</u>**	
MM23	LPRSP5(B)	**After Policy LPRSP5(B) insert new paragraph and Key Diagram as follows:** **<u>The indicative framework diagram below will be used to inform the preparation of the SPD for Invicta Barracks and detailed site masterplanning.</u>** 	For plan effectiveness.
MM24	LPRSP5(C)	**Amend Policy LPRSP5(C) to insert new criteria (11), (12) and (13) as follows:** **<u>11. Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an</u>**	For plan effectiveness.

		adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site. Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have been met. This will enable the Council to ensure that the requirements of the Habitats Regulations are being met. **12. The Neighbourhood Plan will preserve and enhance the character and appearance of the conservation area and protect the significance of listed buildings including their setting.** **13. Proposals shall be designed to avoid or appropriately mitigate any impacts on the setting of the Kent Downs.**	
MM25	LPRSP6(A)	**Amend Policy LPRSP6(A) criterion (1) as follows:** In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately ~~55 new dwellings will be delivered on site H1(59), and~~ 100 **new dwellings will be delivered on LPRSA251, LPRSA312, and LPRSA364.** **Replace figure on page 75 (Coxheath Rural Service Centre) with new figure as follows:**	For plan effectiveness.

			
MM26	LPRSP6(B)	**Amend Policy LPRSP6(B) as follows:** **At the rural service centre of Harrietsham, as shown on the policies map, key services will be retained and supported.**	For plan effectiveness.

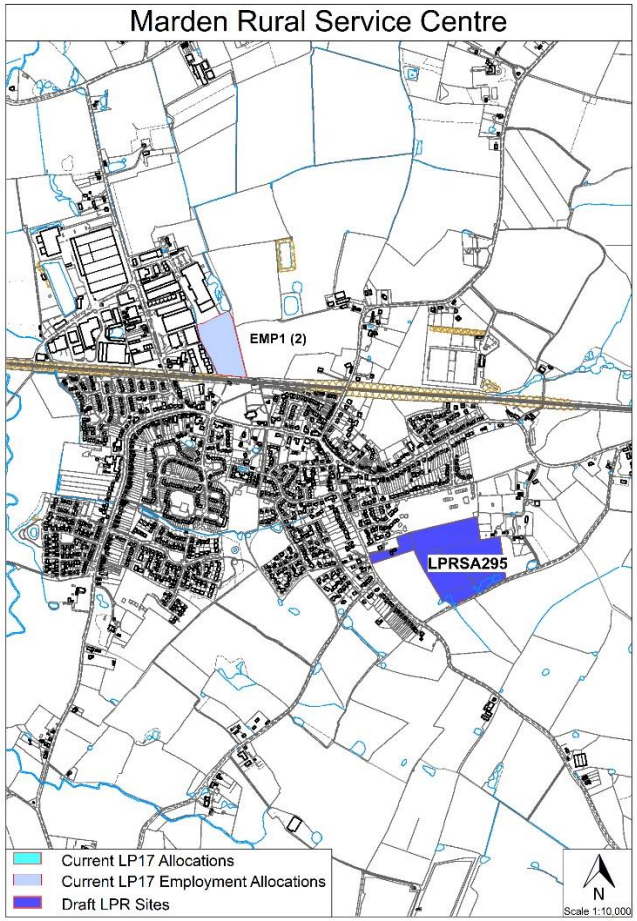
		1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately ~~49 new dwellings will be delivered on site H1(33), and~~ 100 **new dwellings will be delivered on site** LPRSA071 and LPRSA101. 2) Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a). 3) Key infrastructure requirements for Harrietsham include: a) Improvements to highway and transport infrastructure including improvements to the A20 Ashford Road, improvements to Church Road and the provision of additional pedestrian crossing points in accordance with individual site criteria set out in policies ~~H1(33),~~ LPRSA071 and LPRSA101. b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools; c) Improvements to open space which improve overall quality, and address forecast deficits of in 0.4Ha play, 4Ha sports, 0.2Ha allotment, and 12.4Ha natural/semi-natural green space. d) Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre. 4) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(c).	
MM27	LPRSP6(C)	**Amend Policy LPRSP6(C) as follows:** **At the rural service centre of Headcorn, as shown on the policies map, key services will be retained and supported.** 1. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, ~~approximately 275~~ new dwellings will be delivered on ~~three~~ **the remainder of** allocated site H1(36) ~~and H1(38)~~, **plus** approximately ~~100~~ **110** new dwellings on LPRSA310. 2. Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 3,500m2 employment floorspace is allocated (policy EMP1(1)).	For plan effectiveness.

		3. Key infrastructure requirements for Headcorn include: a. Improvements to highway and transport infrastructure, including junction improvements, a variety of measures to improve sustainable transport infrastructure and improvements to pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(36)~~, H1(38)~~ and LPRSA310 b. Provision of a one form entry extension to Headcorn Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of 1Ha amenity, 1.1Ha play, 7.7Ha sports, 0.2Ha allotment, and 30.2Ha natural/semi-natural green space. 4. Additional capacity will be required in the sewer network and at the wastewater treatment works if required in the period to 2031; and 5. Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery. 6. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. **7. <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will</u> <u>support the conservation objectives of the River Beult action plan.</u>** **Replace figure on page 80 (Headcorn Rural Service Centre) with new figure as follows:**	

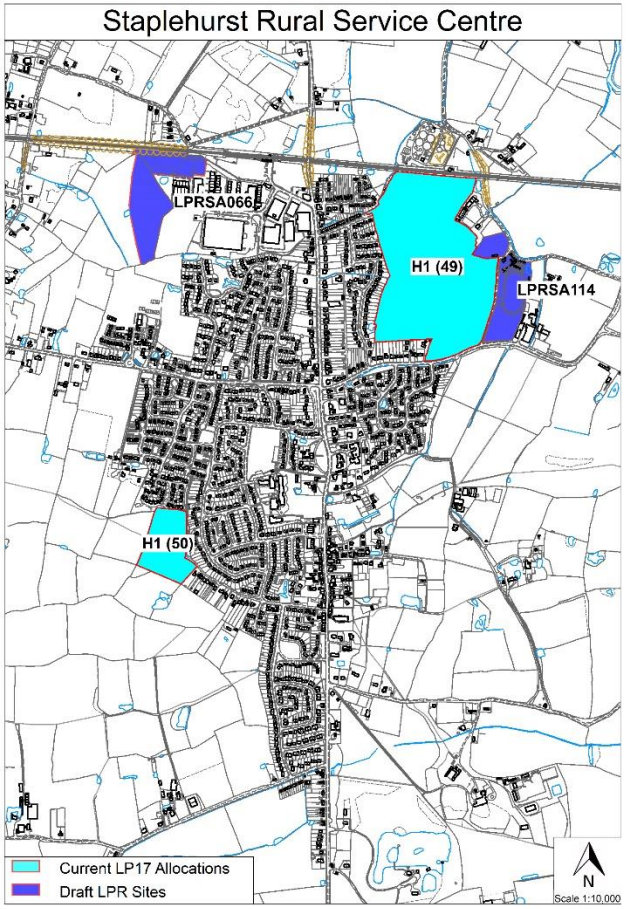
			
MM28	LPRSP6(D)	**Amend Policy LPRSP6(D) as follows:** **At the rural service centre of Lenham, as shown on the policies map, key services will be retained and supported.** 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 145 new dwellings will be delivered on one allocated site (policy H1(41)), in addition to six allocations in the Lenham	For plan effectiveness and to ensure the plan is positively prepared.

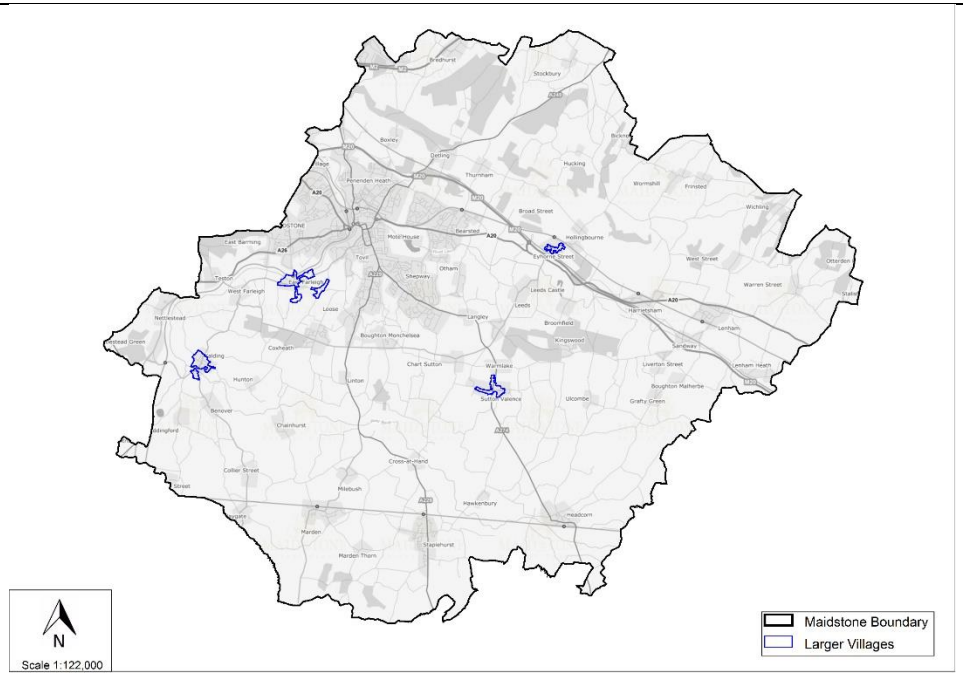
		Neighbourhood Plan which will deliver around 1,000 new dwellings. 2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(8). 3) Three existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a). 4) One new employment site allocation (LPRSA260) will deliver 2,500m2 employment space. 5) Key infrastructure requirements for Lenham include: a) Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(41); b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools; c) Provision of 0.34 hectares of natural/semi-natural open space through Policy H1(41) and additional open space as specified through the Neighbourhood Plan allocations. d) Improvements to health infrastructure including extension and/or improvements at The Len Valley Practice. **e) Improvements to wastewater capacity to serve the Lenham broad location unless otherwise stated by the utility provider** ~~e)~~**6)** The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. **7) Development shall conform with the Lenham Neighbourhood Plan 2017-2031 and any successor modification document that is made.**	
MM29	LPRSP6(E)	**Amend Policy LPRSP6(E) as follows:** At the rural service centre of Marden, as shown on the policies map, key services will be retained and supported.	For plan effectiveness.

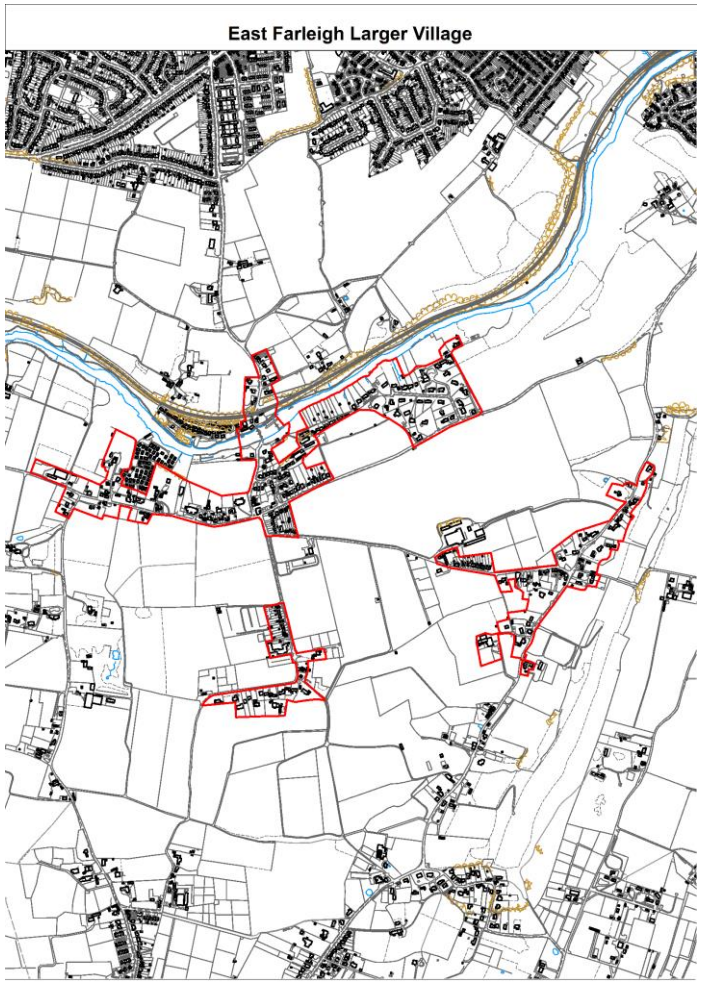
		1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 124 new dwellings will be delivered on site H1 (46), and 113 on LPRSA295. 2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy LPRGT1(9). 3) One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 4,084m2 employment floorspace is allocated on one site (policy LPREMP1(2)). 4) Key infrastructure requirements for Marden include: a. Improvements to highway and transport infrastructure including railway station enhancements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian **and cycle** access in accordance with individual site criteria set out in policies H1(46), LPRSA295~~ and LPRSA314~~; b. Provision of 0.6 form entry expansion at Marden Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of in 0.9Ha play, 3.3Ha sports, 0.9Ha allotment, and 27.4Ha natural/semi-natural green space; and d. Improvements to health infrastructure including extension and/or improvements at Marden Medical Centre. 5) The loss of local shops, community facilities and greenspaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. **6) Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.** **Replace figure at page 84 (Marden Rural Service Centre) with new figure as follows:**	

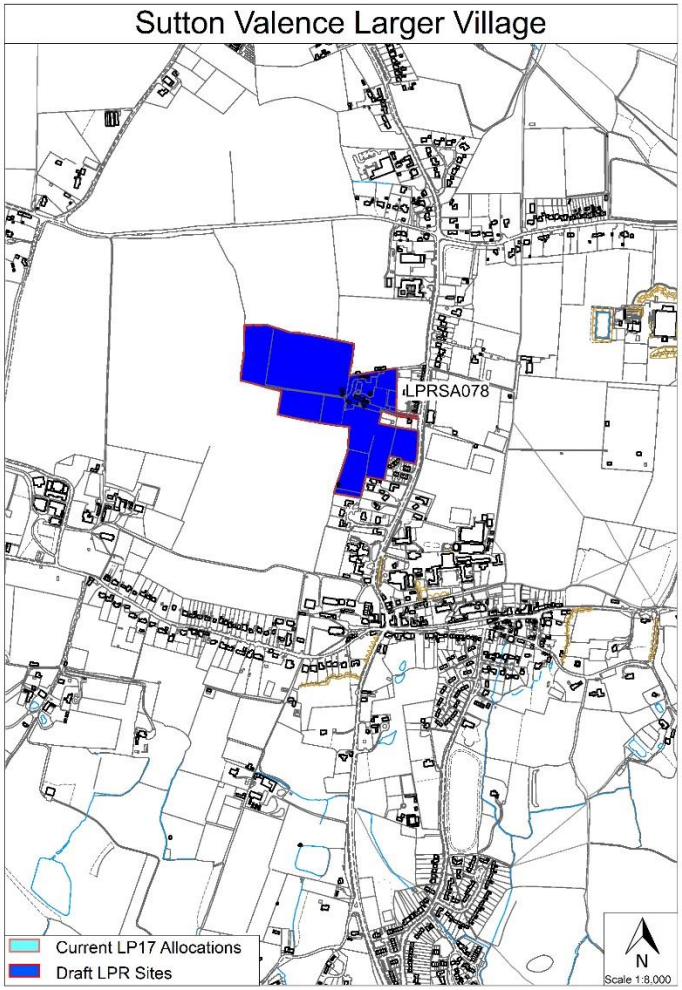
			
MM30	LPRSP6(F)	**Amend Policy LPRSP6(F) as follows:** **At the rural service centre of Staplehurst, as shown on the policies map, key services will be retained and supported.** 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP~~5~~**6**, ~~approximately 710~~ new dwellings will be delivered on **the remainder of**	For plan effectiveness and to ensure the plan is positively prepared.

		allocated sites H1(48) **and H1(49), plus** ~~to~~ **approximately 60 on** H1(50)~~,~~ and 127 on LPRSA066 and LPRSA114. 2) Four pitches are allocated… 3) One existing site is designated… 4) Key infrastructure requirements for Staplehurst… **5) Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.** **Replace figure at page 86 (Staplehurst Rural Service Centre) with new figure as follows:**	

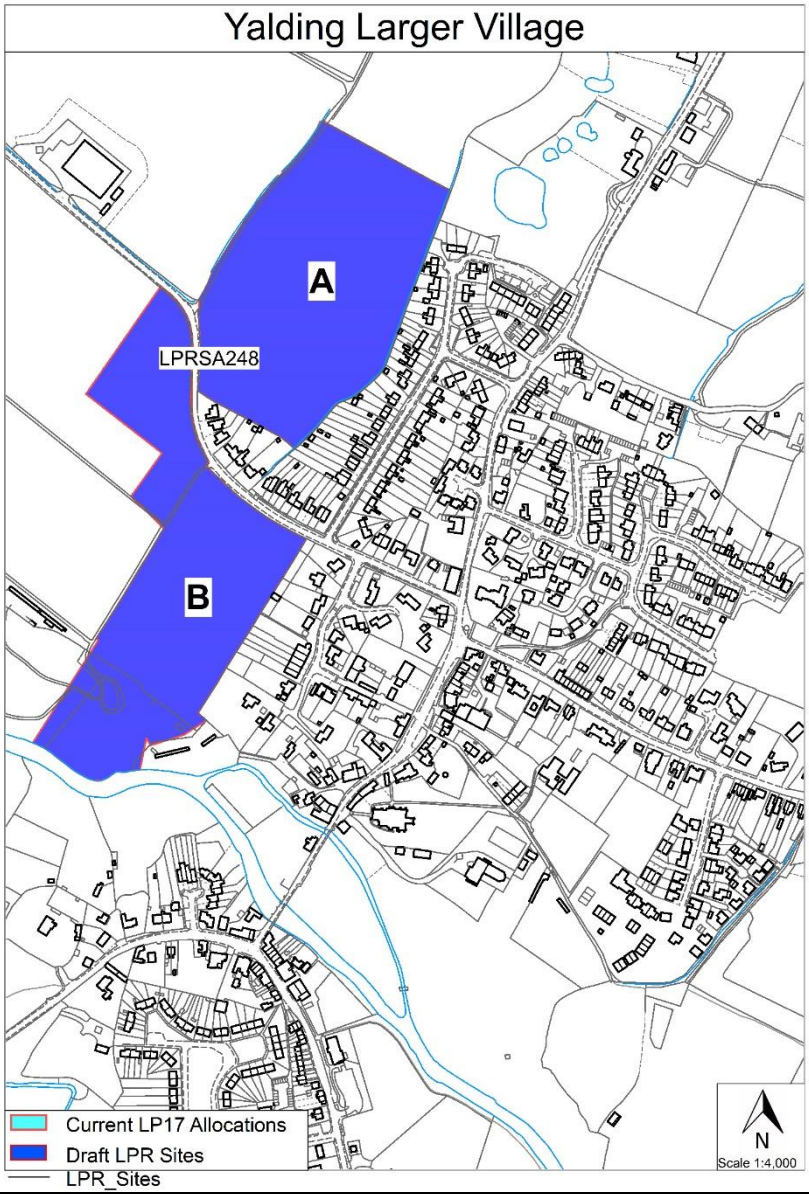
			
MM31	Page 87	**Replace Figure 6.1 (Larger Villages in Maidstone Borough) with a new Figure 6.1 as follows:**	For plan effectiveness.

			
MM32	LPRSP7(A)	**Amend Policy LPRSP7(A) as follows:** **At the larger village of East Farleigh, key services will be retained and supported.** 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 50 new dwellings will be delivered. **This is anticipated to come forward through the production of a Neighbourhood Plan, in the last 10 years of the plan period. Where it is apparent that the larger village is not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.** 2) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11a.	For plan effectiveness and to ensure the plan is positively prepared.

MM33	LPRSP7(A)	**After Policy LPRSP7(A) insert the following diagram:** Diagram illustrating the defined settlement boundary for East Farleigh.  	For plan effectiveness.
MM34	LPRSP7(C)	**Amend map on page 93 (Sutton Valence Larger Village) as follows:**	For plan effectiveness and

	Page 93	The site area amended to reflect the policy and ensure provision of the health facility.  	to ensure the plan is positively prepared.
MM35	LPRSP7(D) Page 95	**Amend Policy LPRSP7(D) as follows:** 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately **~~65~~ 100** new dwellings will be delivered on site ~~H1(65), and~~	For plan effectiveness and to ensure the plan

		~~100 on~~ LPRSA248. **Housing development will be located to the north (Site A) and supporting infrastructure such as open space, drainage (SUDS) to the south (Site B) only.** 2) Key infrastructure requirements for Yalding include… 3) The loss of local shops… **4) Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.** **Amend map on page 95 (Yalding Larger Village) as follows:**	is positively prepared.


Yalding Larger Village
A
B
LPRSA248
Current LP17 Allocations
Draft LPR Sites
LPR_Sites
N
Scale 1:4,000

MM36	LPRSP8	**Amend Policy LPRSP8 as follows:** ~~Within smaller settlements:~~ 1. Within **the Smaller Villages of Boughton Monchelsea, Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Kingswood, Laddingford, Platt's Heath, Stockbury, Teston, and Ulcombe,** the Council will resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need. 2. Smaller villages offer a limited opportunity for new **plan-led** development which can support the continued sustainability of the settlement. This is ~~estimated~~ **expected to come forwards through site allocation LPRSA360 (approximately 30 dwellings) and** as a broad location development, in the last 10 years of the Plan period. The quantities envisaged are: • 35 new units each at **Chart Sutton**~~, Ulcombe~~, Laddingford, Kingswood, and Teston • 25 new units each at Boxley, ~~Chart Sutton,~~ Detling, Grafty Green,Hunton, Platt's Heath, ~~and~~ Stockbury **and Ulcombe** 3. Within the Smaller Villages, small scale housing development **in addition to the quantities set out under criterion (2)** will be acceptable where all of the following apply: a) The scale of the development is proportionate to the size of the settlement and the type and level of local services available; b) The development design takes account of landscape impact having regard to the setting of the settlement within the countryside; c) It can be linked to the retention or expansion of specific infrastructure or service assets within the settlement; d) It has community support, either through a Neighbourhood Plan, or other Parish endorsement, for example as a Rural Exception Site; **and** **e) Where suitable access can be provided**.	For plan effectiveness and to ensure the plan is positively prepared.

		4. ~~e)~~ Where it is apparent that smaller villages are not set to meet the specific allocation of residential units, the **borough** council, through a future review of the Local Plan, will allocate sites to make up the shortfall.	
MM37	Para 6.137	**Amend paragraph 6.137 as follows:** The High Weald AONB lies beyond the southern boundary of the borough adjacent to the parishes of Marden and Staplehurst, within the administrative area of Tunbridge Wells Borough council. Its closest point to the borough is at Winchet Hill in the southern part of Marden parish. The council has exactly the same statutory duty to conserve and enhance the setting of this AONB as it does with the Kent Downs AONB and will apply the same policy considerations for any proposals that may affect its setting. **In assessing the impact of proposals on the High Weald AONB regard will be had to the High Weald AONB Management Plan and its supporting evidence and guidance.**	For plan effectiveness.
MM38	LPRSP9	**Amend Policy LPRSP9 as follows:** 1) Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and they will not result in **significant** harm to the rural character and appearance of the area. 2) Agricultural proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and rural character of the landscape can be appropriately mitigated. 3) Great weight should be given to the conservation and enhancement of the Kent Downs Area of Outstanding Natural Beauty. 4) Proposals should not have a significant adverse impact on the settings of the Kent Downs Area of Outstanding Natural Beauty or the High Weald Area of Outstanding Natural Beauty. 5) The Metropolitan Green Belt is shown on the policies map and development there will be managed in accordance with national policy for the Green Belt. 6) The distinctive landscape character of the Greens and Ridge, the Medway Valley, the Len Valley, the Loose Valley, and the Low Weald, as defined on the policies map, will be conserved and enhanced as landscapes of local value. 7) Development in the countryside will retain the separation of individual settlements. **8) Opportunities to improve walking and cycling connections will be supported.** Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan, **the High Weald Area of Outstanding Natural Beauty Management Plan**, and the	For plan effectiveness.

		Maidstone Borough Landscape Character Guidelines Supplementary Planning Document **(or any successors to these documents).**	

MM39	**LPRSP10**	**After paragraph 7.2, insert a new policy SP10 titled 'Housing delivery' as follows:** **1. Over the plan period 2021 to 2038, provision will be made for the development of a minimum of 19,669 new homes in the borough.** **Stepped trajectory** **2. To ensure a plan-led approach to development, the annual level of growth is to occur over a series of steps, aligned to the expected timing of delivery of new homes. This stepped trajectory is as follows:** **Years** / **Annualised growth (new homes)** / **Total cumulative growth (new homes)** **2021/22** / **1,157** / **1,157** **2022/23-2027/28** / **1,000** / **7,157** **2028/29–2032/33** / **1,150** / **12,907** **2033/34–2037/38** / **1,352 x 3 years** **1,353 x 2 years** / **19,669** **Total** / **19,669** **3. Appendix 1 of this Plan shows the trajectory for delivering new homes over the plan period, including the breakdown of supply by aggregated source. This is a snapshot in time and delivery progress will be monitored annually through the Authority's Monitoring Report.** **Deliverable supply** **4. To help ensure the continued delivery of new homes, a rolling supply of deliverable sites is to be maintained in order to meet the total housing requirement (plus appropriate buffer moved forward from later in the plan period) over a five-year time frame (usually 1st April to 31st March the following year). This supply position is to be updated and**	For plan effectiveness and consistency with the NPPF.

		published at least once per year, in accordance with the requirements of the NPPF and any associated guidance. **Maintaining delivery** **5. Should the Council determine, through the annual monitoring process, that the housing delivery position has altered such that the NPPF 'tilted balance' is engaged (paragraph 11d, footnote 8), then proposals for additional residential development in the borough will be supported on sites where they are:** **a. Broadly consistent with, not prejudicial to and contributing towards the positive achievement of the plan's overall spatial vision and spatial strategy; and** **b. In a sustainable location and of a scale and nature commensurate to the deficit in required housing and the Plan's spatial strategy; and** **c. Able to demonstrate the ability to contribute in a timely and proportionate manner to addressing the deficit in housing supply; and** **d. In all other respects in accordance with other Local Plan policies, in so far as they apply.** **6. If monitoring identifies that it is not possible to demonstrate a five-year supply of deliverable land for the Borough, and there is no recovery of identified supply indicated for the two subsequent monitoring years, then a full or partial review of the Local Plan will be implemented.** **Designated Neighbourhood Areas** **7. As a minimum, and as set out in the table below in the supporting text, Designated Neighbourhood Areas are required to accommodate housing from any site allocations within their designated neighbourhood area boundary (or part thereof), as contained in Section 8 and Appendix 1 of this LPR; plus, any additional homes assigned to them through policy LPRSP8 – Smaller Villages where relevant. Additional to this are windfall sites (including first homes, affordable housing exception, and older peoples housing sites) and any part of the Garden Settlements or Strategic Development Locations that fall within the designated neighbourhood area.** **8. Any future Designated Neighbourhood Areas will be expected to accommodate, as a minimum, relevant housing requirements from:**	

a. Site allocations within this LPR (apportioned where sites are partially within the designated area);
b. Policy LPRSP8; and
c. Garden Settlements or Strategic Development Locations (apportioned where sites are partially within the designated area).

After new policy SP10 'Housing delivery' insert new supporting text as follows:

Designated Neighbourhood Areas

There are currently 16 Designated Neighbourhood Areas within the borough. In line with paragraph 66 of the NPPF, the housing requirement for designated neighbourhood areas has been considered within the plan. In considering this requirement, regard has been had to the Sustainability Appraisal, transport and infrastructure capacity, the size and functionality of settlements within the areas and the overall spatial strategy of the plan. The plan includes a number of allocations within designated areas, along with further allocations in non-designated parishes. Additionally, the broad location for smaller villages at Policy LPRSP8 sets a requirement for a limited amount of additional new homes to come forward through the making of neighbourhood plans in those areas.

The number allocated through plan policies is not a maximum requirement, nor is it finite. It should be considered as additional to any windfall sites that come forward (including first homes, affordable housing exception, and older peoples housing sites), and any part of the Garden Settlements or Strategic Development Locations that may fall within the designated neighbourhood area. The table below, sets out the indicative minimum housing requirements for each of the 16 Designated Neighbourhood Areas, exclusive of Garden Settlements, Strategic Development Locations and any potential future windfall, affordable housing and older peoples housing exception sites:

Designated Neighbourhood Area	Site allocation	Broad Location - Villages figure	Total minimum housing requirement figure
Bearsted	H1(31) [50 units]	-	50
Boughton Monchelsea	LPRSA360 [15 units]* LPRSA270 (part) [108 units]* H1(52) [25 units]	-	213

	H1(53) [40 units]** H1(54) [25 units]**			
Boxley	-	25	25	
Broomfield & Kingswood	-	35	35	
Coxheath	LPRSA364 [10 units] LPRSA251 [5 units] LPRSA312 [85 units]	-	100	
Harrietsham	LPRSA101 [53 units] LPRSA071 [47 units]	-	100	
Headcorn	LPRSA310 [110 units] H1(36) [220 units]**	-	330	
Lenham	Lenham Neighbourhood Plan [1,047 units]	-	1,047	
Loose	LPRSA360 [15 units]*	-	15	
Marden	LPRSA295 [113 units] H1(46) [124 units]**	-	237	
North Loose	-	-	0	
Otham	LPRSA172 (part) [38 units]* H1(8) [440 units]** H1(9) [335 units]**	-	813	
Staplehurst	LPRSA114 [49 units] LPRSA066 [78 units] H1(48) [250 units]** H1(49) [400 units]**	-	777	
Sutton Valence	LPRSA078 [100 units]	-	100	
Tovil	LPRSA265 [250 units]	-	250	
Yalding	LPRSA248 [100 units]	-	100	
TOTAL	4,132	60	4,192	

-

***Only part of the site allocation is within the Designated Neighbourhood Area boundary. The number of units has therefore been apportioned and is indicative only.**

****These site allocations are 'saved' from the 2017 Local Plan and show the total number of homes included in the allocation; however, the sites are under construction/are already delivering new homes.**

MM40	LPRSP10(A)	**Amend Policy LPRSP10(A) criterion (4) as follows:** ~~Large development schemes~~ **Major developments** will be expected to demonstrate that consideration has been given to serviced custom and self-build plots as part of housing mix in line with Policy HOU 9.	For plan effectiveness, consistency with the NPPF, and the Town and Country Planning (Development Management Procedure) (England) Order 2015.
MM41	Para 7.17	**Amend paragraph 7.17 as follows:** Viability testing has ~~concluded that the~~ **identified a** low value zone, which encompasses the town centre and some of the inner urban area, **which** is often unable to viably deliver affordable housing. **Insert new paragraph after 7.18 as follows:** **A proportionate off-site contribution should involve considering the results of the open-book financial appraisal for the site and using this to determine whether a financial contribution is possible, and if so, its financial value.**	Clarification to accurately reflect the evidence base – to ensure a justified plan.
MM42	LPRSP10(B)	**Amend LPRSP10(B) as follows:** On major housing development sites or mixed-use development sites where 10 or more dwellings will be provided, or the site has an area of 0.5 hectares or more, the Council will require the delivery of affordable housing. 1) The target rates for affordable housing provision within the following geographical areas, as defined on the policies map, are: a) Greenfield development in mid and high value zones at 40% b) Brownfield development in high value zone at 40%. c) Development in the low value zone and brownfield development in the mid value zone will ~~not normally be expected to deliver affordable housing, however where opportunities exist to provide affordable housing the council will seek to secure this.~~ **be expected to**	For plan effectiveness and consistency with the NPPF. Flexibility to allow for a range of affordable home ownership options during the plan period. Amendments to ensure policy aligns with other Main

		deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing funders and providers, including the council and Homes England as appropriate, should be submitted with the financial appraisal. 2) Affordable housing provision should be appropriately integrated within the site. In exceptional circumstances, and where proven to be necessary, off-site provision will be sought in the following order of preference: a) An identified off-site scheme; b) The purchase of dwellings off-site; or c) c) A financial contribution towards off-site affordable housing. 3) The indicative targets for tenure are: a) 75% Social and affordable rented. b) ~~A minimum~~ 25% ~~First Homes~~ **intermediate or affordable home ownership**. 4) ~~On new build housing developments, the affordable housing element will be expected to meet the optional technical standard M4(2).~~ **Where 25% of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF then any shortfall can be met through the provision of First Homes or an alternative Affordable Home Ownership product.** 5) Developers are required to enter into negotiations with the council's Housing Department, in consultation with registered providers, at the earliest stage of the application process to determine an appropriate tenure split, taking account of the evidence available at that time. **a)** The council will seek provision of 20% affordable housing for schemes that provide for C3 retirement housing on ~~greenfield and brownfield sites in~~ **greenfield sites in mid to high value zones and brownfield sites in high value zones.** ~~the rural and outer urban areas.~~ **C2 uses will not be expected to deliver affordable housing.** b) The council has set a zero affordable housing rate for fully serviced residential care homes and nursing homes. c) Where it can be demonstrated that the affordable housing targets cannot be achieved due to economic viability, the tenure and mix of affordable housing should be examined prior to any variation in the proportion of affordable housing.	Modifications on housing technical standards.

		6) The **adopted** Affordable and Local Needs Housing Supplementary Planning Document contains further detail on how the policy will be implemented.	
MM43	Para 7.37	**Amend paragraph 7.37 as follows:** The former Syngenta Works site in Yalding is an allocation ~~largely~~ carried over from the Local Plan 2017~~, although it is now proposed for a mix of employment uses only~~.	For plan effectiveness, and to appropriately reflect the relevant site allocation policy in the Local Plan Review.
MM44	LPRSP11(A)	**Amend Policy LPRSP11(A) criterion (3) as follows:** Proposals for the redevelopment of premises and the infilling of vacant sites for business uses* will be permitted. Where such proposals are within countryside EDA locations, their design, scale and materials should be appropriate to the setting and should be accompanied by significant landscaping within, and at the edge of, the development. ***For those EDAs listed under part 1 of Table 11.1, the term 'business uses' includes Use Classes E(g), B2 and B8. For those EDAs listed under part 2 of Table 11.1, the term 'business uses' includes Use Classes E(g). At Eclipse Park EDA only, this definition may also include other uses falling under E Use Class.**	For plan effectiveness and to ensure the plan is positively prepared.
MM45	Paras 7.61 to 7.69	**Amend paragraphs 7.61 to 7.69 as follows:** Woodcut Farm ~~LPR~~EMP1(4) 7.60 ~~There is~~ **The site at Woodcut Farm offers** a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2037. ~~The Woodcut Farm site will meet the 'qualitative' need for a new, well serviced and well-connected mixed-use business park in the borough which can meet the anticipated demand for new offices, small business orientated space, stand-alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses. This site will overcome this 'qualitative' gap in the borough's existing portfolio of employment sites and will thereby help to diversify the range of sites available to new and expanding businesses. The key priority for the Woodcut Farm site is the delivery of new office/research & development and warehousing floorspace.~~	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.

		7.61 Outline permission was granted in 2018 for a mixed-use commercial development comprising B1(a), B1(b), B1(c) and B8 units, with a maximum floorspace of 45,295m². The split is approximately 50/50 B1 and B8 uses and will contribute significantly towards the evidenced need for 74,330m2 of this type of floorspace by the end of the plan period. ~~Whilst the site is yet to deliver floorspace, works are occurring on site relating to pre-commencement conditions attached to the outline permission and should deliver over the next couple of years. As such, this site will be kept under review as the Local Plan Review progresses. At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in.~~ **7.62** The site ~~will~~ **is expected to** provide at least 10,000m2 of office floorspace, thereby contributing significantly towards the evidenced need for 24,600m2 of this type of floorspace by the end of the plan period. High quality office development is sought providing complementary provision to the town centre. As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for E(g) uses, and for no other purpose, pending the viability position improving in the later part of the plan period. This approach will help ensure that the site delivers a genuine mixed B class use business park, which is what is required, rather than a logistics park or conventional industrial estate. Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the site and, in addition to the office requirement, the allocation will help deliver the additional floorspace which is required in the borough by 203~~7~~**8.** **7.63 At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy EMP1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process**. ~~7.61 The site, which is some 25.8ha in total, is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the north east and the A20 to the south west. The site is agricultural land, divided into fields by hedgerows which predominately run in a north-south direction. The site is also bisected north south by a watercourse which eventually runs into the River LentothesouthoftheA20. The land is undulating, the ground rising up from either side of the watercourse. To the south the site borders a number of dispersed properties which front onto the A20 (Ashford Road). To the south east the site is bounded by Musket Lane. To the north west lies Crismill Lane and a substantial tree belt which fronts onto this lane. The site boundary then follows the hedge belt which adjoins Crismill Lane approximately halfway down its length and links to the complex of buildings at Woodcut Farm~~	

		~~and turns south to the A20, running along the eastern boundary of the fields which front onto the Woodcut Farm access.~~ ~~7.62 The site is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB). The site falls within the White Heath Farmlands landscape character sub-area where landscape condition is poor overall, partially because of the fragmentation caused by the existing highway infrastructure. Landscape sensitivity for the character sub-area is recorded as moderate, the landscape providing the setting of the Kent Downs (AONB).~~ ~~7.63 The site itself was specifically assessed in the Maidstone Landscape Capacity Study (2015). This found that the site has a high degree of sensitivity in landscape terms and an accordingly low capacity to accommodate new employment-related development. This being the case, any future development proposals must be planned with very careful attention to the site's visual and physical relationship with the AONB, responding to the site's topography and natural landscape features in terms of the scale, design, siting, use, orientation, levels and lighting of buildings and associated development, alongside infrastructure and landscaping requirements.~~ ~~7.64 To achieve a high-quality scheme in this prime location, a campus style development will be delivered in a parkland setting. This will be created through the retention and enhancement of existing tree and hedge belts, including those subject to Tree Preservation Orders no. 19 of 2007 and no. 17 of 2007, and substantial additional structural landscaping within the site in the form of shaws and woodland blocks. This should include the retention and reinforcement of the streamside vegetation. Landscape buffers will also be established along the principal site boundaries, including to help provide a setting to the Grade II listed Woodcut Farmhouse and to help secure the residential amenity of nearby residential properties.~~ ~~7.65 Buildings will cover no more than 40% of the site. This figure excludes the westernmost field, of some 9ha in area, which is reserved as an undeveloped area to include an enhanced landscape buffer to establish a clear and strong boundary between the development and the wider countryside to the east of Bearsted. This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future.~~ ~~7.66 The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 5,000m2 with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings of up to 2,500m2 and up to 8m in height. The siting, scale and detailed design of development within this area must~~	

		~~also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). On the highest part of the site, as shown on the policies map, building footprints will be limited to 500m2.~~ ~~7.67 There are archaeological remains in the immediate vicinity of the site, including an Anglo-Saxon burial site. Measures appropriate to the actual archaeological value of the site, revealed by further survey as needed, will be addressed. There are no statutory or non-statutory sites of nature conservation importance within the site and the County Ecologist advises that the potential for impacts on designated sites is limited. As is normal practice for a proposal of this nature, an ecological scoping study will be required to establish the presence of, and potential for, any impacts on protected species~~ ~~7.68 Vehicular access to the site will be taken from the A20 Ashford Road and a Transport Assessment will identify the scope of improvements required to the junctions (and associated approaches) at:~~ ~~• the M20 Junction 8 (including the west-bound on-slip and merge); the A20 Ashford Rd/M20 link road roundabout;~~ ~~• the A20 Ashford Rd/Penford Hill junction;~~ ~~• the A20 Ashford Rd/Eyhorne Street/Great Danes Hotel access; and the Willington Street/A20~~ ~~• Ashford Rd junction.~~ ~~7.69 The site is located on a bus route (A20) but without significant additional dedicated measures it is highly likely that workers and visitors travelling to and from the site will be highly reliant on their private cars. A Travel Plan will be required to demonstrate how development will deliver significantly improved access by sustainable modes, in particular by public transport but this could also include cycling, walking and car share initiatives.~~	
MM46	Paras 7.70 to 7.73	**Amend paragraphs 7.70 to 7.73 as follows:** Former Syngenta Works, Hampstead Lane, Yalding ~~LPRSAEMP1~~ **RMX1(4)** 7.70 The former Syngenta Works site near Yalding is a large, flat, previously developed or 'brownfield' site (19.5ha) about one kilomet~~er~~**res** to the west of Yalding village and adjacent to Yalding Railway Station. Immediately to the east of the site is a canalised section of the River Medway. The site was previously used for agro-chemicals production and was decommissioned in 2002/2003. The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Permission was granted in March 2020 for external works to the office building in the northwest corner and a new car park.	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process. For consistency with the NPPF on flood risk management.

		7.71 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. **An Exception Test is not required for this site as employment floorspace is classified as a "less vulnerable" use. However,** crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. 7.7~~1~~**2** An outline planning application for the redevelopment of the site to provide a new business park of up to 46,447 sqm of B1(c), B2 and B8 accommodation with associated access, parking and infrastructure works, was ~~submitted to~~ **approved by** the Council in ~~2019~~ **2021**. This is broken down as: up to 21,655sqm light industrial uses (B1(c), now E(g)(iii) use class); and up to 24,792sqm of warehouse use (B8 use class). ~~The proposal is for the site to be able to run 24 hours per day, 7 days per week.~~ It includes an area outside of the allocation boundary, upon land designated as an 'ecological mitigation area'. However, through the application process, it is considered that development in this area would not result in any significant landscape or visual impacts above the allocated part of the site, and there would still be the amount of land required under the site policy (13ha) to the south that would be used for ecological mitigation and enhancement. ~~7.72 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. Subject to such a scheme being achievable, the site is potentially suitable for employment uses.~~ 7.73 ~~The outline development proposal, as submitted in 2019, is yet to be determined pending the outcome of the Sequential and Exception Tests. However, in March 2021 Members of the Planning Committee voted to grant outline consent for the proposal, subject to completion of the Sequential/Exception Tests and necessary legal agreements – concluding that the development is acceptable and overwhelmingly compliant with the policy requirements. This major employment site in the borough is therefore recognised as a significant contributor to meeting employment floorspace needs over the plan period and can be expected to deliver in the short to medium term, given the advanced stage of obtaining planning consent secured.~~ **At this stage,**	

		it remains important to continue to set out allocation specific detail regarding the development of the Former Syngenta Works site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy RMX1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.	
MM47	Para 7.75	**Amend paragraph 7.75 as follows:** The King Street car park is currently a surface level car park, being used as such for the short term. Part of the original allocation from the 2017 Local Plan has been developed as the King's Lodge, apartments for retirement living. **As the detailed site allocation (policy RMX1(3)) from the 2017 Local Plan has only partially been implemented, it is to be retained as part of this Local Plan Review (see Table 8.1).** ~~As such, the remaining car park continues to be allocated for a mix of ground floor retail and residential uses, however a more conservative retail capacity of 700sqm is now allocated to reflect the development that has already taken place.~~ This area could be brought forwards in conjunction with the wider redevelopment of The Mall broad location proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.
MM48	LPRSP11(B)	**Amend Policy LPRSP11(B) as follows:** **Allocated sites – employment** 1. The sites allocated under policies ~~LPR~~EMP1(1), ~~LPR~~EMP1(2), ~~LPR~~EMP1(4), ~~LPRSAEmp1~~ **RMX1(4),** and LPRSA260 will deliver approximately 105,000m2 employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met. **Allocated sites – mixed use** 2. The sites allocated under policies ~~LPR~~RMX1(1), ~~LPR~~RMX1(3), **LPRSA066,** LPRSA078, LPRSA144, LPRSA145, LPRSA146, LPRSA147, LPRSA148, LPRSA149, ~~and~~ LPRSA151, **and LPRSA362** will deliver a mix of approximately ~~27,439~~ **34,239**m² employment floorspace and ~~6,862~~ **7,562**m² net retail floorspace, along with new homes to help meet the borough's needs over the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.	For plan effectiveness.

MM49	LPRSP11(B) Table page 128	**Amend table on page 128 as follows:**	For plan effectiveness.

Site Ref	Site Name	Growth Location	Indicative Capacity (sqm)			
			E(g) office m²	B2 industrial m²	B8 distribution m²	Town centre uses m²
~~LPR~~RMX1 (3)	King Street Car Park	Maidstone Town Centre	-	-	-	~~700~~ **1,400**
LPRSA145	Len House	Maidstone Town Centre	-	-	-	3,612
LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre	-	-	-	TBD
LPRSA148	Maidstone Riverside	Maidstone Town Centre	-	-	-	TBD
LPRSA149	Maidstone West	Maidstone Town Centre	-	-	-	TBD
LPRSA151	Mote Road	Maidstone Town Centre	1,169	-	-	-
LPRSA144	High St/ Medway St	Maidstone Town Centre		-	-	150
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	-	-	2,000
~~LPR~~RMX1 (1)	Newnham Park (Kent Medical Campus)	Maidstone Urban Area	21,270			14,300
~~LPR~~EMP1 (4)	Woodcut Farm	Maidstone Urban Area	49,000			-
LPRSA362	**Police HQ, Sutton Road**	**Maidstone Urban Area**	**5,800**	-	-	-

EMP1(1)	West of Barradale Farm	Headcorn	3,500			-		
EMP1(2)	South of Claygate	Marden	4,000			-		
LPRSA066	**Lodge Road**	**Staplehurst**	**1,000**		-	-		
LPRSA260	Ashford Road	Lenham	2,500			-		
LPRSA078	Haven Farm	Sutton Valence	-	-	-	~~788~~ **400**		
~~LPRSAEmp1~~ **RMX1(4)**	Former Syngenta Works	Yalding	46,000			-		

MM50	Para 7.79	**Insert a new paragraph after paragraph 7.79 as follows:** **An update to the IDP setting out Maidstone Borough Council's approach to DfT Circular 01/22 incorporating Vision and Validate and a scheme of Monitor and Manage in order that developments and their transport implications are appropriately managed as they come forward.**	For plan effectiveness and to ensure consistency with NPPF and the new Department for Transport Circular 01/22.
MM51	Para 7.82	**Amend paragraph 7.82 as follows:** The policies for individual site allocations set out the requirements for contributions towards strategic and local highway infrastructure at key locations and junctions, and key improvements include **but not limited to**: • Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts. • Improvements to M20 J7 roundabout, including widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction**, in accordance with the 'Vision and Validate' and 'Monitor and Manage' strategy set out in the IDP, or any such scheme to deliver the same outcome.** • Capacity improvements at M2 J5 (located in Swale Borough).	For plan effectiveness. To ensure consistency with NPPF and Department for Transport Circular 01/22.

		• **Improvements to M20 Junction 6 comprising works to mitigate the impacts of Local Plan development, in accordance with the 'Vision and Validate' and 'Monitor and Manage' strategy set out in the IDP, or any such scheme to deliver the same outcome.** • Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout. • Interim improvement to M20 junction 5 roundabouts including a white lining scheme. • ~~Traffic signalisation of M20 junction 5 roundabout and localised widening of slip roads and circulatory carriageway.~~ • Capacity improvements at the junction of Fountain Lane and the A26 Tonbridge Road. • Bus prioritisation measures **including seeking to make use of smart technology** on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements. • Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road **including bus transponders, for example.** • Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road. • Linton Crossroads junction improvements. • Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road at Staplehurst. • Capacity improvements at Hampstead Lane/B2015 Maidstone Road junction at Yalding. • **A20 Coldharbour roundabout, A229/A274 Wheatsheaf junction and A20 Ashford Road/Willington Street junction improvements.** • **Capacity improvements at M2 Junction 3.** • **Capacity improvements at M20 Junction 8**	
MM52	Para 7.83	**After paragraph 7.83 insert new paragraph as follows:** **Cumulative impacts – Vision and Validate / Monitor and Manage is similarly valid for sites that may result in cumulative impacts in combination with others. In this event, site promotors will be expected to assess their site-specific impacts with backstop mitigation measures (see point ii) defined, costed and trigger points assessed. If following monitoring, site-specific mitigation requirements are triggered, the contribution will be pooled by the Authorities to deliver holistic schemes assessed and included within the Local Plan Review IDP.**	For plan effectiveness and to ensure consistency with NPPF and Department for Transport Circular 01/22.
MM53	Para 7.87 to 7.89	**Delete paragraph 7.87, sub-heading 'Park and ride' and paragraphs 7.88 to 7.89, as follows:**	To align with other Main Modifications

		~~7.87 The ITS will seek to address parking issues by producing a refreshed Town Centre Parking Strategy. A key aspect of this strategy will be the use of measures to provide disincentives to the use of long-term car parking in the town centre whilst prioritising shoppers and visitors; by utilising long-stay town centre parking tariffs to encourage a shift to sustainable modes of transport such as Park and Ride and reviewing the Residents' Parking Zones to ensure they are fair, simple and meet the needs of all road users.~~ ~~**Park and ride**~~ ~~7.88 The council has been operating Park and Ride services in Maidstone since the early 1980s and was one of the first local authorities in the UK to introduce the concept. The service aims to address the growing peak time congestion in the town centre and has met with varying levels of success to date. Two sites are currently in operation at London Road and Willington Street, following the closure of the Sittingbourne Road site in February 2016, which in total comprise some 918 parking spaces.~~ ~~7.89 The council will continue to review and improve the functionality and effectiveness of Park and Ride services in Maidstone, including through the investigation of whether additional sites may be available and deliverable to contribute towards wider objectives for sustainable transport and air quality.~~	with respect to park and ride – see LPRTRA3.
MM54	LPRSP12	**Amend Policy LPRSP12 as follows:** 1. Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and strategic road networks and facilitate the delivery of transport improvements to support the growth proposed by the Local Plan. **Scheme promoters will be expected to adopt Vision and Validate principles, in accordance with Circular 01/22, within their planning applications and to set out a Monitor and Manage strategy for each site covering all modes of transport.** 2. The Integrated Transport Strategy (2017) will be refreshed in the context of the Local Plan Review with the aim of facilitating economic prosperity and improving accessibility across the borough and to Maidstone town centre, in order to promote the town as a	For plan effectiveness. To ensure consistency with NPPF and the new Department for Transport Circular 01/22.

		regionally important transport hub. 3. In doing so, the council and its partners will: a. Ensure the transport system supports the growth projected by Maidstone's Local Plan and facilitates economic prosperity; b. Deliver modal shift through managing demand on the transport network through enhanced public transport and ~~the continued Park and Ride services and~~ walking and cycling improvements; c. Improve highway network capacity and function at key locations and junctions across the borough; d. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management; e. Improve transport choice across the borough and seek to influence travel behaviour; f. Protect and enhance public rights of way; g. Deliver strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times; h. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose; i. Work with service providers to improve bus links to the rural service centres and larger villages, and other villages including route options and frequency; j. Improve strategic links to Maidstone across the county and to wider destinations such as London; k. Promote inclusive access for all users on the transport network provides; l. Address the air quality impact of transport; and m. Support the provision of and improvements to Electric Vehicle charging infrastructure 4. Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, ~~particularly on park and ride routes,~~ the radial routes into the town centre and in connecting the Garden Settlements. Such measures will include: a. Bus priority measures along radial routes including bus prioritisation at junctions; b. Prioritisation of sustainable transport modes along radial routes; and/or	

		c. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities. 5. The Infrastructure Delivery Plan will support the implementation of the Local Plan Review and outlines how and when necessary infrastructure schemes will be delivered. 6. **In determining planning applications, regard shall be had to the Kent Rights of Way Improvement Plan, and the need to protect and enhance existing public rights of way.**	
MM55	LPRSP13	**After 7.133 insert a new sub-heading and paragraph as follows:** **An underlying principle of the plan has been the delivery of infrastructure alongside development as per the Council's corporate strategy. One such project is the Leeds Langley Relief Road. The Council has investigated the business case for a relief road at Leeds Langley and it has concluded that such a road is possible with enabling development. The Local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, it would assist Maidstone Borough Council in exploring it.**	For plan effectiveness
MM56	LPRSP13	**Amend Policy LPRSP13 as follows:** 1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme. In certain circumstances where proven necessary, the council may require that infrastructure is delivered ahead of the development being occupied. 2. Detailed specifications of the site specific contributions required are included in the site allocation policies (these are not exhaustive lists). Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S106 of the Town and Country Planning Act,1990) will be used to provide a range of site specific mitigation, in accordance with the S106 tests, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required. **Where necessary S.278 agreements will be used to secure mitigation in connection with the Strategic Road Network and Local Road Network.**	For plan effectiveness.

		3. Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly. 4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below: Infrastructure priorities for residential development: i Affordable housing ii Transport iii Open space iv Education v Health vi Community facilities vii Public realm viii Waste Management ix Public services, ~~&, and~~ x Libraries Infrastructure priorities for business and retail development: i) Transport ii) Public realm iii) Open space, ~~&, and~~ iv) Education/skills This list serves as a guide to the council's prioritisation process, although it is recognised that each site and development proposal will bring with it its own issues that could mean an alternate prioritisation is used **that includes priorities not listed above from other infrastructure providers**. 5. The Community Infrastructure Levy will continue to be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone Borough set out in the Infrastructure Delivery Plan **& Infrastructure Funding Statement.** The CIL rate will be reviewed to reflect latest changes in development costs and land/floorspace values across the borough in line with viability evidence and the proposals contained within this plan.	

		6. Infrastructure schemes that are… 7. Open space development will be… 8. The Council will investigate the need… **9. The Council will continue to explore the funding and delivery of a Leeds-Langley Relief Road and associated enabling development.**	
MM57	Para 7.153	**Amend paragraph 7.153 as follows:** The Stodmarsh SAC/SPA/Ramsar site is sensitive to increases in nitrogen and phosphorous arising from the River Stour. Natural England has agreed a mitigation strategy that requires developments **that would result in a net increase in population served by a wastewater system** within the Stour catchment **area** to demonstrate that they will not result in a net increase in nitrogen and phosphorous at the Stodmarsh SAC/SPA/Ramsar site. Developments in and around Lenham, including Heathlands Garden Settlement and the Lenham Broad Location for growth, will be required to meet the requirements of the mitigation/offsetting strategy, as set out in Natural England's advice note on Nutrient Neutrality issued in November 2020, or any updates to that advice.	For plan effectiveness and consistency with the NPPF, NPPG and Natural England guidance.
MM58	LPRSP14(A)	**After paragraph 7.149 insert a new paragraph as follows:** **The Local Plan Review makes provision for a new garden community at Lidsing, where the impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration. Provided that the air pollution mitigation specified by Policy LPRSP4(B) is delivered then adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination, can be ruled out. In the event that the Lidsing garden community is not delivered, the Council will agree a proposed approach with Natural England, and no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed, unless applicants can demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination.** **Amend Policy LPRSP14(A) as follows:** 1. To enable Maidstone Borough to retain a high quality of living, protect and enhance the	For plan effectiveness and to ensure the plan is justified and consistent with national planning policy and guidance.

		environment, and to be able to respond to the effects of climate change, developers will ensure that new development incorporates measures where appropriate to: a. Deliver a minimum 20% ~~on site~~ Biodiversity Net Gain on new residential development, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks. Biodiversity Net Gain should be calculated in accordance with the latest Natural England**/DEFRA** biodiversity metric or equivalent. **Where 20% Biodiversity Net Gain is demonstrated not to be financially viable, together with other policy costs, then the statutory minimum net gain provision will be secured.** b. Protect positive landscape character **including Landscapes of Local Value**, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, **ecosystem services** and the existing public rights of way network from inappropriate development, and avoid significant adverse impacts as a result of development **through the provision of adequate buffers and in accordance with national guidance.** c. Avoid damage to and inappropriate development considered likely to have significant direct or indirect adverse effects on: i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and ii. Local Biodiversity Action Plan Priority habitats **and species** d. If significant harm to habitats and biodiversity cannot be avoided, then the mitigation hierarchy should be followed. i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and ii. Local Biodiversity Action Plan Priority habitats **Regard shall be had to the forthcoming Design and Sustainability DPD which will provide further detail on the application of this policy.** 2. Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones **and principal aquifers**, and incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site).	

		3. Enhance, extend and connect habitats to enhance the borough's network of sites that incorporates designated sites of importance for biodiversity, priority habitats, **Local Wildlife Sites** and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise; a. Provide for the long term... b. Mitigate for and adapt to.... c. Positively contribute... **4.** Where appropriate... **5.** Any required publicly accessible... **6.** Development proposals will give… **7.** The Council will work with Natural England to assess, monitor and if necessary mitigate any recreation pressure ~~or air pollution effects~~ at North Downs Woodland SAC. ~~Any air pollution mitigation strategy will be developed and agreed with Natural England before the Local Plan is adopted and implemented prior to adverse effects on integrity occurring; developer contributions would be used to support this.~~ **7(A). Development proposals must support the Council's nature conservation objectives and in doing so must not result in adverse effects on the integrity of the North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the development commences and implemented prior to adverse effects on integrity occurring; developer contributions will be used to support this where appropriate. The Council is committed to ensuring that development within the borough will not contribute to adverse effects on the SAC due to air quality and will take the lead on coordinating any strategic mitigation required to minimise air pollution at the SAC.** **8.** Any development within... **9. The council will work in partnership with landowners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.**	

		10. **<u>New development involving the creation of surface water runoff will be required to provide SuDS. Where possible, such SuDS will need to integrate with on-site blue-green infrastructure in order to increase biodiversity.</u>**	
MM59	LPRSP14(B)	**Amend Policy LPRSP14(B) criterion (2) as follows:** Through the development management process, securing the sensitive management and design of development which impacts on heritage assets and their settings and positively incorporates heritage assets into wider development proposals. **<u>This includes the potential public benefits from development impacting a heritage asset.</u>**	For plan effectiveness.
MM60	LPRSP14(C)	**Amend Policy LPRSP14(C) as follows:** **To ensure that development in the borough mitigates and adapts to climate change, the council will:** 1. Adopt a strategy for growth which delivers development in sustainable locations, well supported by or capable of delivering better services and public transport which will minimise the need to travel. 2. Encourage the delivery of sustainable buildings and a reduction of CO2 emissions in new development, having regard to the Kent and Medway Energy and Low Emissions Strategy. 3. Encourage and support the delivery of low carbon energy and low carbon heat networks in new developments. 4. Support the provision of renewable energy infrastructure within new development. 5. Require the integration of blue-green infrastructure into ~~qualifying~~ **<u>major</u>** new development in order to mitigate urban heat islands, enhance urban biodiversity, and to contribute to reduced surface water run off through the provision of SuDS. 6. Require development involving the creation of new dwellings, retail, and/or employment space to encourage a shift towards sustainable travel through:	For plan effectiveness, justified by proportionate evidence.

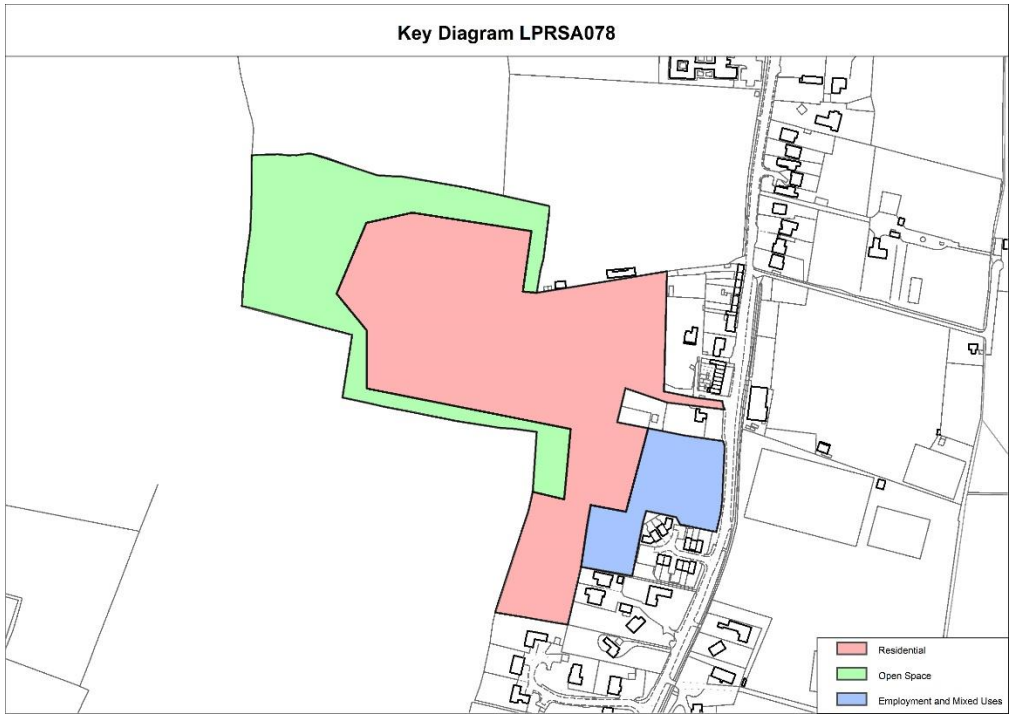
		a. prioritising active travel by ensuring good provision and connectivity of walking and cycling routes; b. ensuring public transport accessibility and; c. through the provision of electric vehicle infrastructure. 7. ~~Require high levels of water efficiency in new residential development to ensure that water consumption should not exceed 110l per person per day.~~ **New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day.** 8. Require new development involving the creation of new dwellings, retail floorspace and/or employment floorspace to plan for and respond to the impacts of climate change. 9. Require new development to include a Flood Risk Assessment where the site is located within Flood Zones 2 or 3, or is over 1 hectare in size. **10. Require development to have regard to surface water management plans.**	

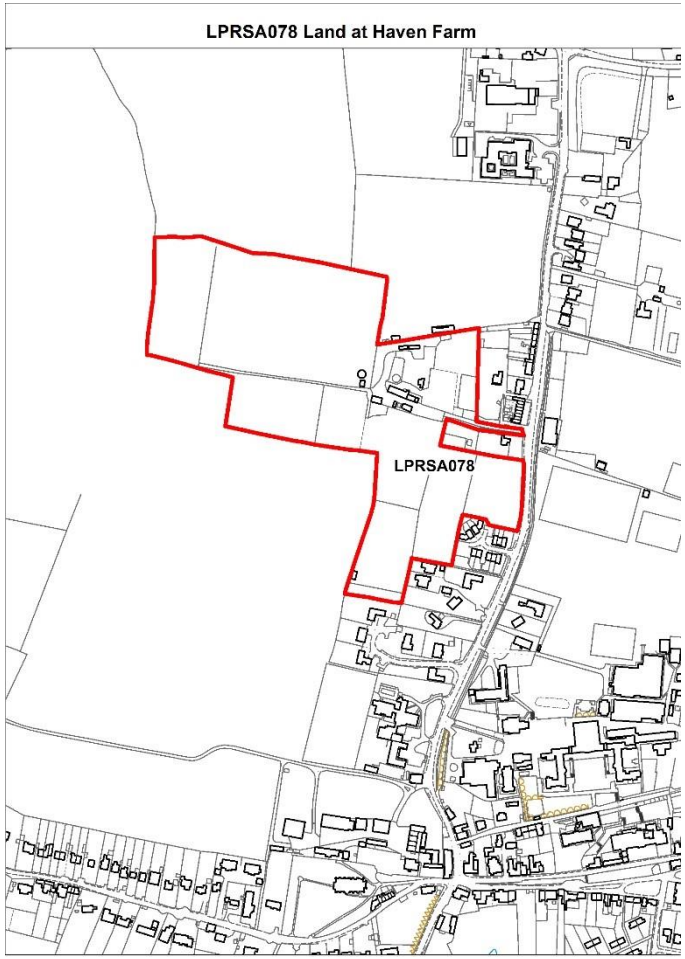
MM61	All site allocation policies	**Amend all site allocation policies as follows:** In the policy introductory text, delete "is included as a draft allocation for…" and replace with "as identified on the policies map, is allocated for…".	For plan effectiveness and to ensure the plan is positively prepared.
MM62	Table 8.1	**Amend Table 8.1 as follows:**	For plan effectiveness to ensure the plan is positively prepared.

Allocations complete	Allocations expected to complete 2020-22	Allocations not complete			Allocations Superseded	
					Superseded Policy	Superseded By
H1 (1)	H1 (5)	H1 (2)	H1 (22)	H1 (54)	H1 (13)	LPRSA 144
H1 (6)	H1 (16)	H1 (3)	H1 (24)	H1 (59)	RMX1 (2)	LPRSA 146
H1 (20)	H1 (23)	H1 (4)	H1 (25)	H1 (65)	~~RMX1 (4)~~	~~LPRSAEmp1~~
H1 (32)	H1 (29)	H1 (7)	H1 (26)	EMP1 (1)	RMX1 (5)	LPRSA 148
H1 (34)	H1 (31)	H1 (8)	H1 (27)	EMP1 (2)	RMX1 (6)	LPRSA 151
H1 (35)	H1 (33)	H1 (9)	H1 (28)	EMP1 (4)		
H1 (37)	H1 (39)	H1 (10)	H1 (30)	RMX1 (1)		
H1 (40)	H1 (43)	H1 (11)	H1 (36)	RMX1 (3)		
H1 (42)	H1 (45)	H1 (12)	H1 (38)	RMX1 (4)		
H1 (44)	H1 (47)	H1 (14)	H1 (41)			
H1 (51)	H1 (53)	H1 (15)	H1 (46)			
H1 (55)	H1 (56)	H1 (17)	H1 (48)			
H1 (57)	H1 (58)	H1 (18)	H1 (49)			
H1 (61)	H1 (60)	H1 (19)	H1 (50)			
H1 (62)	H1 (63)	H1 (21)	H1 (52)			
H1 (64)	H1 (66)	These policies are not complete and are not anticipated to be completed before October 2022. They are expected to be retained in the Local Plan Review.			These policies are proposed to b superseded by new allocations. As such they are not expected t be retained in the Local Plan Review.	
EMP1(3)	These allocations are not complete but are anticipated to be completed before October 2022. They are not expected to be retained when the Local Plan Review is Adopted.					
These policies are complete and will not be retained when the Local Plan Review is Adopted.						

MM63	Table 8.2	**Amend Table 8.2 as follows:** **LPRSA078 (Haven Farm):** Swap the figures 400 and 1,500 over. 400sqm relates to 'village hub' shops, and 1,500 sqm relates to proposed GP surgery. **LPRSA147 (Gala Bingo & Granada House):** Remove reference to 500m^2 retail use. Replace with 'TBD'. **LPRSA148 (Maidstone Riverside):** Remove reference to 5,148m^2 of retail use and 2,574m^2 employment. Replace with 'TBD'. **LPRSA149 (Maidstone West):** Remove reference to 517m^2 of retail use and 1,034m^2 employment. Replace with 'TBD'.	For plan effectiveness to ensure the plan is positively prepared.

Site Ref	Site Name	Growth Location	Identified Capacity		
			Emp use m²	Town centre use m²	Resi units
LPRSA145	Len House	Maidstone Town Centre		3,600	159
LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre		500	40
LPRSA148	Maidstone Riverside	Maidstone Town Centre	5,148	2,574	650
LPRSA149	Maidstone West	Maidstone Town Centre	1,034	517	130
LPRSA151	Mote Road	Maidstone Town Centre	1,250	0	172
LPRSA144	High St/ Medway St	Maidstone Town Centre		150	50
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	2,000	500
LPRSA366	Springfield Tower	Maidstone Urban Area	-	-	150
LPRSA152	Former Royal British Legion Site	Maidstone Urban Area	-	-	8
LPRSA265	Land at Abbey Gate Farm	SW of Maidstone	-	-	250
LPRSA270	Land south of Police HQ	S of Maidstone	-	-	196
LPRSA172	Land at Sutton Road	SE of Maidstone	-	-	75
LPRSA362	Police HQ, Sutton Rd	SE of Maidstone	-	-	135
LPRSA266	North of Ware St	NE of Maidstone	-	-	67
LPRSA303	EIS Oxford Rd	E of Maidstone	-	-	20
LPRSA101	Land south of A20	Harrietsham	-	-	53
LPRSA071	Land at Keilen Manor	Harrietsham			47
LPRSA310	Land at Moat Rd	Headcorn	-	-	110
LPRSA260	Ashford Road	Lenham	2,500	-	-
LPRSA295	Land north of Copper Ln & Albion Rd	Marden	-	-	113
LPRSA066	Land east of Lodge Rd	Staplehurst	-	-	78
LPRSA114	Land at Home Farm	Staplehurst	-	-	49
LPRSA360	Campfield Farm	Boughton Monchelsea	-	-	30
LPRSA312	Land at Forstal Lane ~~north of Heath Rd~~	Coxheath			85
LPRSA364	Kent Ambulance HQ	Coxheath			10
LPRSA251	Land at Former Orchard Centre Heath Rd	Coxheath			5
LPRSA204	Land south east of Eyhorne Street	Eyhorne St (H'bourne)	-	-	9
LPRSA078	Haven Farm & L/a 4 Southways	Sutton Valence	400	1,500	100
LPRSA248	North of Kenward Rd	Yalding	-	-	100

MM64	LPRSA078	**Amend Policy LPRSA078 under Principles subheading 4th bullet, 1st sub-bullet as follows:** The approximate land use balance is: ~~110~~ **100** dwellings across the two sites (including 5 self/custom build plots and 40% affordable housing) **After Policy LPRSA078 Insert Key Diagram illustrating net developable area, as follows:**  	For plan effectiveness to ensure the plan is positively prepared.

MM65	LPRSA078 Page 93 Policies Map	**On page 93 figure (Sutton Valence Larger Village), amend boundary of site allocation LPRSA078 as follows:**  	For plan effectiveness.
MM66	LPRSA146	**Amend Policy LPRSA146 1st paragraph as follows:**	For plan effectiveness.

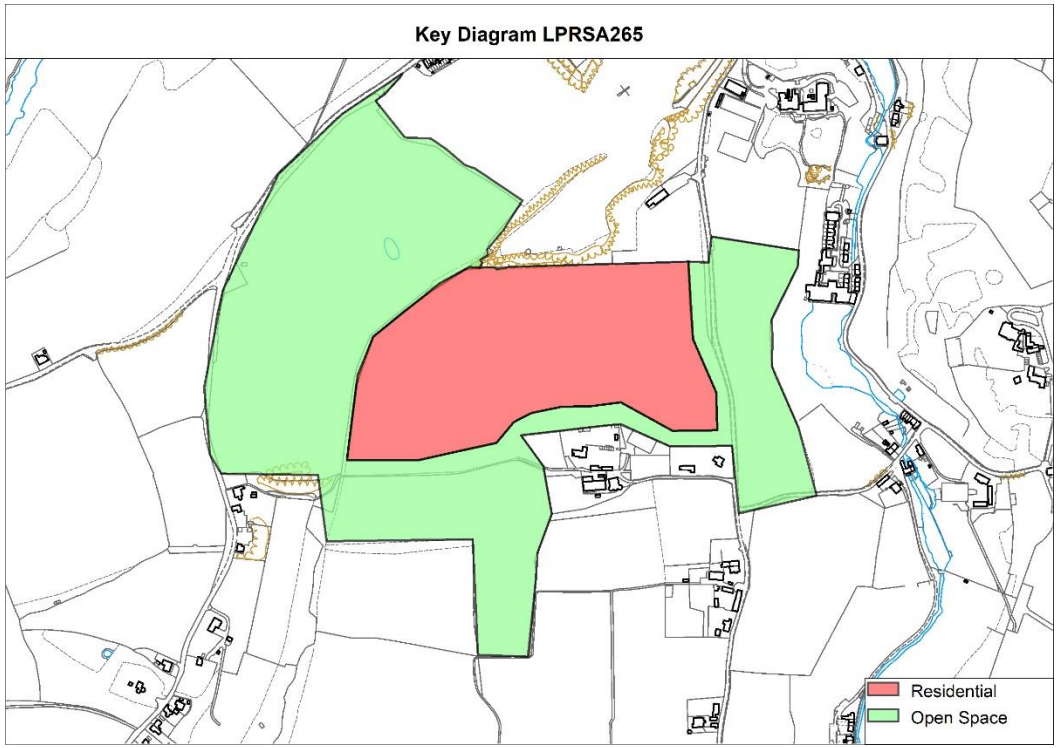
		Maidstone East is included as a draft allocation for the development ~~of a minimum~~ of **approximately** 500 dwellings, 2,000m² new retail, 5,000 m² business and other appropriate town centre uses such as a medical facility. The following conditions are considered appropriate to be met before development is permitted.	
MM67	LPRSA146	**Amend Policy LPRSA146 under Design, Layout & Heritage sub-heading as follows:** ~~The site shall be the subject of a comprehensive masterplan which has regard to its adjacency to the railway station and civic quarter, as well as the adjacent retail frontages.~~ **Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.** The development shall incorporate ~~commuter~~ car parking to serve Maidstone East station… **Amend Policy LPRSA146 under Access/Highways and transportation sub-heading as follows:** … If a car free or reduced level of parking is proposed, proportionate **and directly related** contributions will be required… "**It is envisaged that** highway access to the residential development shall be taken from Sandling Road. An additional, in-bound only access to the former Sorting Office part of the site could be taken from Fairmeadow, subject to any impact upon the wider public realm strategy."	For plan effectiveness.
MM68	LPRSA148	**Amend Policy LPRSA148 1st paragraph as follows:** Maidstone Riverside is included as ~~a draft~~ **an** allocation for the development of approximately 650 dwellings, ~~5,148m2 of retail use and 2,574m2 employment.~~ **and a suitable mix of employment, retail and town centre uses. As the Town Centre Strategy progresses, the Council will liaise with landowners to prepare further detail on expectations. Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.** The following conditions are considered appropriate to be met before development is permitted.	For plan effectiveness and consistency with the NPPF.

MM69	LPRSA149	**Amend Policy LPRSA149 1st sentence as follows:** Maidstone West is included as a draft allocation for the development of approximately ~~210~~ **130** dwellings, and no net loss of town centre uses.	To ensure the plan is positively prepared and effective.
MM70	LPRSA151	**Amend Policy LPRSA151 under Access/Highways and Transportation sub-heading as follows:** **Access/Highways and transportation** • Secure cycle parking for residents to be provided. • **The development should provide improved pedestrian crossing facilities in the vicinity of the site to be agreed with the Council and the Highway Authority.**	For plan effectiveness.
MM71	LPRSA295	**Amend Policy LPRSA295 under Landscape/Ecology sub-heading to include an additional criterion as follows:** **Provide an Ecological Impact Assessment of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present.**	For plan effectiveness and consistency with national policy.
MM72	LPRSA204	**Amend Policy LPRSA204 under Design sub-heading to delete 2nd bullet as follows:** ~~Design of the site will need to ensure neighbouring resident's amenity is protected.~~	For plan effectiveness.
MM73	LPRSA310	**Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, 2nd bullet as follows:** Development will be subject to provision of acceptable **and safe** off-site pedestrian and cycle connectivity **along Moat Road** to the A274... **Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, to include an additional 5th bullet as follows:** Development must ensure appropriate access for emergency vehicles.	For plan effectiveness.
MM74	LPRSA362	**Amend Policy LPRSA362 as follows:**	For plan effectiveness.

		Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately **5,800sqm** ~~7,500sqm~~ of commercial and community uses. The following conditions are considered appropriate to be met before development is permitted **Additional policy criteria under 'principles' to refer to:** **The development of this site, together with SA270 shall be guided by a series of overarching principles that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain and ecological mitigation**	
MM75	LPRSA265 Policies Map	**Amend policy LPRSA265 as follows:** Land at Abbey Gate Farm is included as ~~a draft~~ **an** allocation for the development of approximately 250 dwellings at an average density of 30 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted. **Design and layout** • Development of the site shall be informed by a landscape-led masterplan **that is informed by both an LVIA and historic landscape assessment.** • The layout of buildings and landscaping shall be designed to mitigate visual impacts upon the adjacent countryside areas**, with specific landscape buffers to mitigate impacts upon the wider area of Local Landscape Value.** • **With the exception of a possible site access road and associated infrastructure, there shall be no built development on that part of the site that comprises the Walnut Tree Meadows Nature Reserve.** • ~~New development should not be located on the higher ground adjacent to Dean Street, unless appropriate visual mitigation is proposed.~~ • **There will be no built development east of Straw Mill Hill or south of the public right of way.** • The layout of streets and landscaping shall have regard to the site topography. • **The layout and** design of the site will need to ensure **residential** neighbours' amenity is protected. • Development should preserve and enhance the setting of adjacent ~~built~~ heritage assets **with specific regard to the setting of the Grade II* listed Abbey Gate Place** and the Loose Conservation Area. **In particular appropriate buffers (to be informed by heritage and historic landscape assessments) shall be provided on the site's**	To ensure the plan is positively prepared, justified and effective.

		southern and eastern boundaries. • **To respond positively to and minimise harm to heritage assets, development must be designed to include a landscaped buffer to maintain a degree of rural outlook and reduce intervisibility with new residential development.** • Development shall be informed by an assessment of the archaeological potential of the site and the measures needed to address the assessment's findings secured. • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • Net densities within residential parcels may vary, but should average circa 30 dwellings per hectare. Higher density parcels will be subject to high quality design, residential amenity and open space. **Landscape/Ecology** • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. Development should be designed to preserve ancient woodland. • The Loose Valley LLV should be considered in setting out the layout of this site **and appropriate landscape buffers provided.** • **A suitably landscaped buffer is required to the north and west of Abbey Gate Place.** • A community woodland of no less than ~~(5)~~ ha shall be provided. • **In addition to meeting the open space requirements of Policy LPRINF1, any further provision of open space, including areas for nature conservation shall be subject to a delivery and management plan, including ownership, maintenance and finance arrangements.** • A hedgerow enhancement plan **will be required** for all boundaries. **Access, Highways and Transportation** • Vehicular access shall be **direct** from Dean Street **and / or via adjacent residential development sites onto Dean Street. The precise route and construction method of the access route will minimise land-take within the Nature Reserve. Any route must avoid harmful division of the reserve that would undermine its function / coherence.** • The main vehicular access shall take the form of a tree-lined/landscaped **route that is designed to minimise its impact upon adjacent open landscape/ecology areas.** ~~**boulevard. with appropriate**~~**.**	

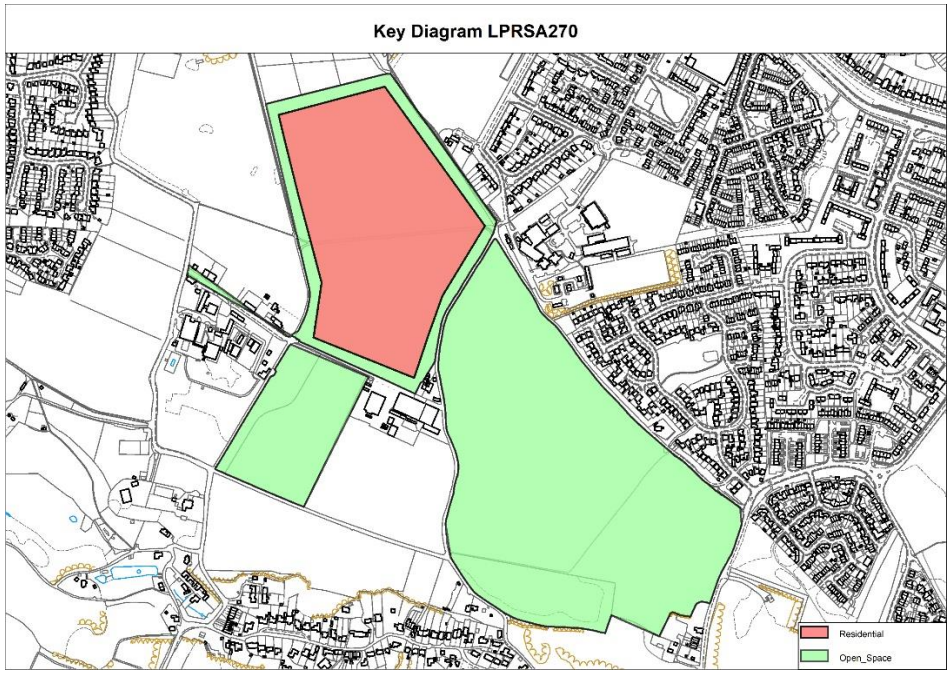
		• No vehicular access, other than emergency access shall be proposed from Stockett Lane/Straw Mill ~~Lane~~ **Hill**. • The alignment and setting of PROW should be retained and enhanced. • Measures to enhance pedestrian and cycle connectivity to the wider network shall be brought forwards, including where appropriate, connections to adjacent development sites and other off-site enhancements. • **The development shall be accompanied by an assessment of opportunities to deliver** enhancements to public transport services, **including the potential** to bring a bus service into the site and with increased regularity. • Development will be subject to appropriate improvement works to Dean Street and or any other off-site improvements works necessary to make the development acceptable **Open Space** • Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space incorporating areas of children's play and community allotments. • Semi/natural open space of no less than 3.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. • Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term management and maintenance of all public open spaces, semi/natural open space and ecology **Contaminated Land** • The site is~~:~~ adjacent to a former landfill site and the site should be made safe prior to any development commencing. • The surface water drainage strategy shall demonstrate that regard has been had to potential contamination risks. • Ground piling shall not take place unless agreed by the Environment Agency. **Utilities Infrastructure** • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the	

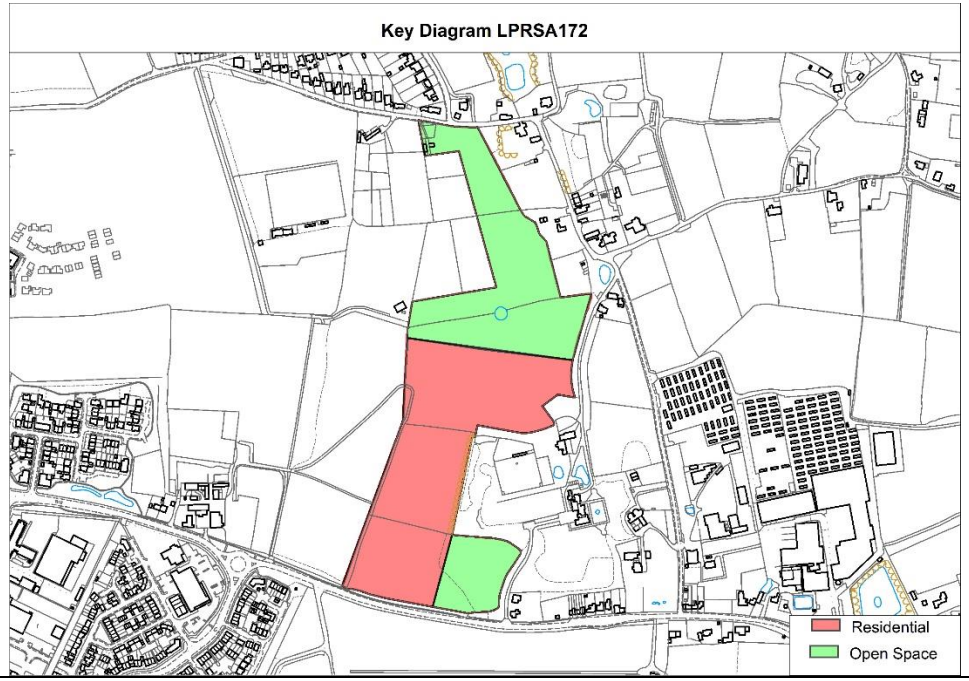
		development will be phased to align with the delivery of infrastructure. **Insert after Policy a Key Diagram to illustrate net developable area together with open space and buffer provision, as follows:**  	
MM76	LPRSA266	**Amend Policy LPRSA266 under Design and layout sub-heading, 4th bullet as follows:** The northern, western, and eastern boundaries shall be landscaped in a manner that reduces the impact of development upon the wider setting of the open land to the north and incorporates biodiversity enhancement measures **<u>including through a Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.</u>**	To ensure an effective, justified policy.

MM77	LPRSA270	**Amend Policy LPRSA270 1st sentence as follows:** Land south west of Pested Bars Road is included as a draft allocation for the development of approximately ~~196~~ **300** dwellings at an average density of 30 dwellings per hectare.	To ensure a positively prepared, effective policy.

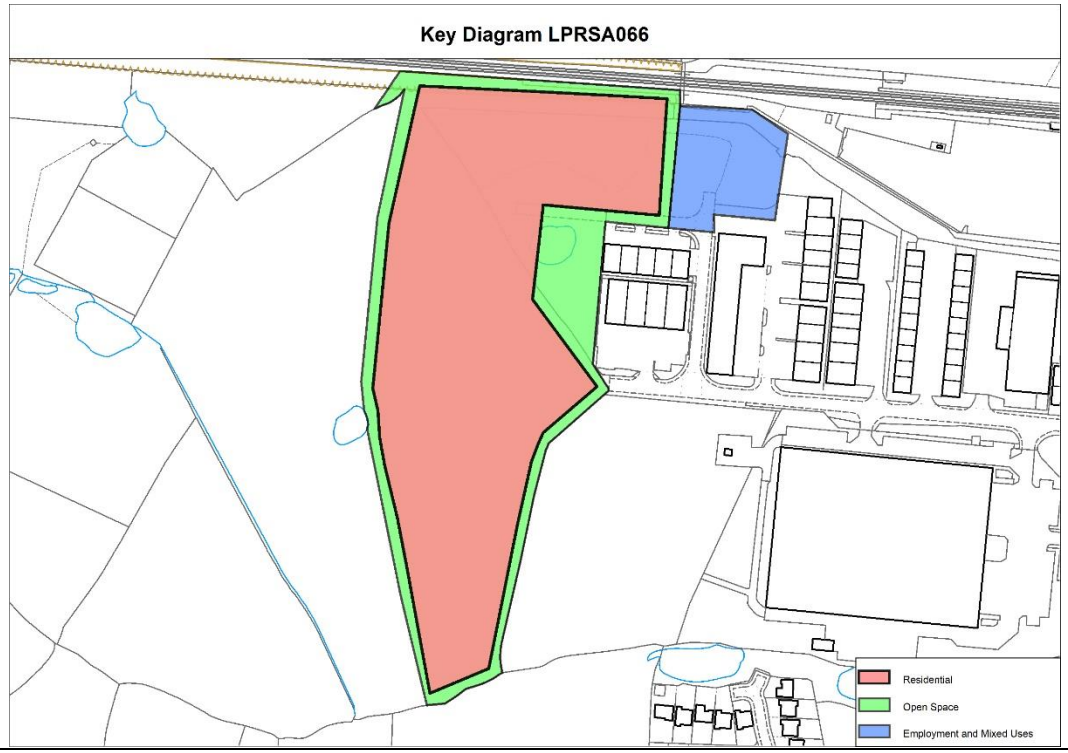
MM78	LPRSA270	**Amend Policy LPRSA270 as follows:**
		
		Under the Heading 'Principles':
		
		• Development **of this site** ~~will be subject to the prior agreement with the Council of a site-wide masterplan framework/phasing strategy~~ **shall be guided by a series of overarching principles to be agreed with the Council that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain / ecological mitigation**
		• ~~Such a framework~~ **The series of overarching principles** will demonstrate that the site is planned and brought forward in a coordinated manner having regard to adjacent site allocations at the former Police HQ **SA362.**
		• Having regard to the scale of development, the ~~masterplan framework~~ **overarching principles** shall incorporate an infrastructure impact assessment.
		• Unless agreed by the Council as part of the development of the ~~masterplan framework~~ **overarching principles**, the outline land budget shall be based upon:
		  ○ No more than ~~11~~ **12-14** ha of net developable residential land**, the extent to be informed through LVIA and other open space / sports requirements.**
		  ~~○ No less than 25 ha of open space, including accessible public open space, new biodiversity habitat~~
		  ○ **No less than 25ha of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill.**
		  ○ A community hub incorporating both community uses and integrated open space
		  ~~○ Highway infrastructure that is designed to minimise land take and visual impacts~~
		
		Under the Heading 'Open Space':
		• No less than 25ha of open space shall be provided, including proposals for a country park **on land to the east of Cliff Hill.**
		• The site-wide open space strategy shall have regard to the requirements of Policy
			For clarity and to ensure an effective policy.

		~~SP13(B) &~~ **LPR**INF1. • Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space integrated in the residential development parcels incorporating areas of children's play. • The scheme shall provide ~~for and community allotments~~ **space/s to be made available for community growing areas.** • Subject to liaison with Sport England and the Parish Council, appropriate provision for outdoor sports may be required. • Semi/natural open space of no less than 5.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. • Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term funding, management and maintenance of all public open spaces, semi/natural open space and areas of biodiversity habitat. **After Policy LPRSA270 insert Key Diagram as follows:**	

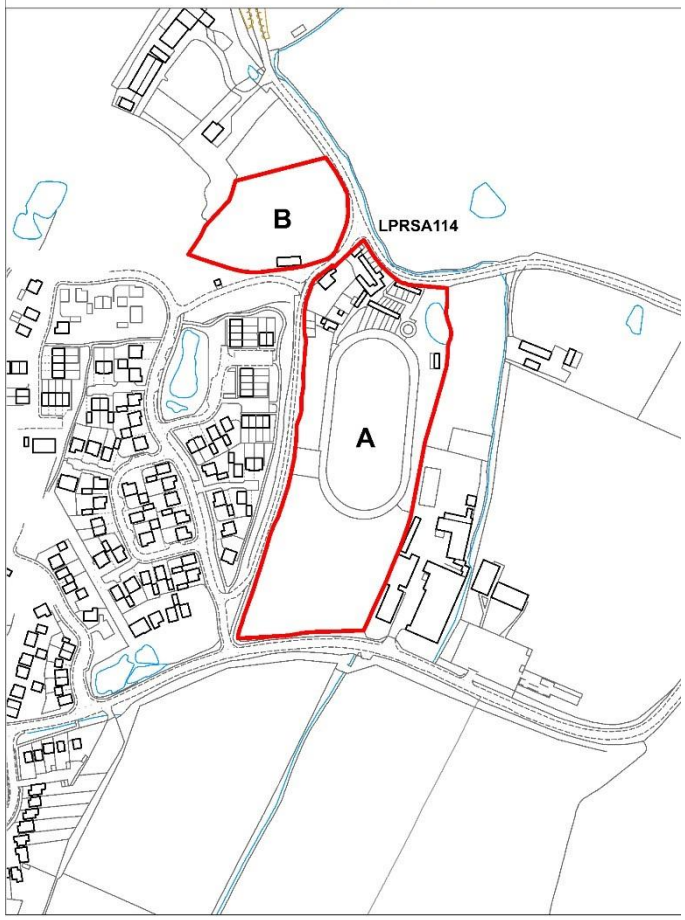
			
MM79	LPRSA362	**Amend Policy LPRSA362 1st sentence as follows:** Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately ~~7,500sqm~~ **5,800sqm** of commercial and community uses.	To ensure a positively prepared, justified and effective policy.
MM80	LPRSA362	**Amend Policy LPRSA362 under Access and Highways sub-heading to include a new criterion as follows:** **Prior to the first occupation, the private access at the junction of Cliff Hill and Pested Bars Road shall be closed to traffic, but for emergency / operational police vehicles.**	For policy clarity and plan effectiveness.
MM81	LPRSA366	**Amend Policy LPRSA366 under Access/Highways and transportation sub-heading to add criterion as follows:** **The site should be designed to complement and enable local improvements to the A229.**	For policy clarity and plan effectiveness.

MM82	LPRSA172	**Amend Policy LPRSA172 under Design and Layout sub-heading 6th bullet as follows:** Development shall demonstrate that the layout, scale and form of development has regard to the need to preserve and enhance the setting of the grade II listed Rumwood Court**, <u>including through a LVIA.</u>** **Amend Policy LPRSA172 Under 'Design and Layout' sub-heading to include a new 7th bullet and diagram as follows:** • **<u>To protect the open character of the adjacent countryside and to avoid coalescence, built development will be limited to the areas shown on the accompanying key diagram. Within this area, the additional policy requirements must still be met.</u>** **After Policy LPRSA172 insert Key Diagram as follows:** 	To ensure an effective, justified policy.

MM83	LPRSA260	**Amend Policy LPRSA260, under the Design and layout sub-heading, the 3rd bullet as follows:** Development proposals shall incorporate substantial areas of internal landscaping within the site **– including landscaping on an east-west axis through the central part of the site –** to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB. **Amend Policy LPRSA260, under the Design and layout sub-heading, to add a new 6th bullet as follows:** **The materials palette, including colour choice, should minimise impacts on views from the AONB.** **Amend Policy LPRSA260, Under Landscape/Ecology sub-heading, to delete the 3rd and 4th bullets as follows:** ~~Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.~~ ~~An undeveloped section of land will be retained and landscaped to protect the amenity and privacy of existing neighbouring residents.~~	For plan effectiveness and to avoid duplication of policy criteria.
MM84	LPRSA066	**Amend Policy LPRSA066 as follows:** Land east of Lodge Rd is included as a draft allocation for the development of approximately 78 dwellings on **circa** 3.8ha and approximately 1,000 sq.m of employment on **circa** 0.3 ha **within the north-eastern part of the site.** The following conditions are considered appropriate to be met before development is permitted. Under Layout and Design, insert new bullet, as follows: **Appropriate buffers shall be provided between the residential and commercial areas.** Under Access, Highways and transportation sub-heading amend 1st bullet as follows:	For policy clarity and to ensure plan effectiveness.

		Vehicular access shall be provided ~~to both~~ **from** Lodge Road. ~~and~~ **The site will facilitate future pedestrian and vehicle connections to** the ~~adjacent~~ residential development **to the west of the** site if possible.	
MM85	LPRSA066	**Amend Policy LPRSA066 under Access, Highways and transportation sub-heading 2nd bullet as follows:** The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running**, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this**. **In addition, provide a Key Diagram to identify the residential and commercial development areas, as follows:** 	For plan effectiveness.

MM86	LPRSA114	**Amend Policy LPRSA114 to add bullet point 3 to Transport** **<u>The developer shall liaise with KCC Highways regarding and measures necessary to manage through</u> <u>traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor</u> <u>and mitigations will be required to address this.</u>** **With regard to the wider criteria, clarify the expectations regarding parcels A and B as follows:** **<u>Insert Key Diagram identifying parcels A and B, as follows:</u>**	For plan effectiveness.

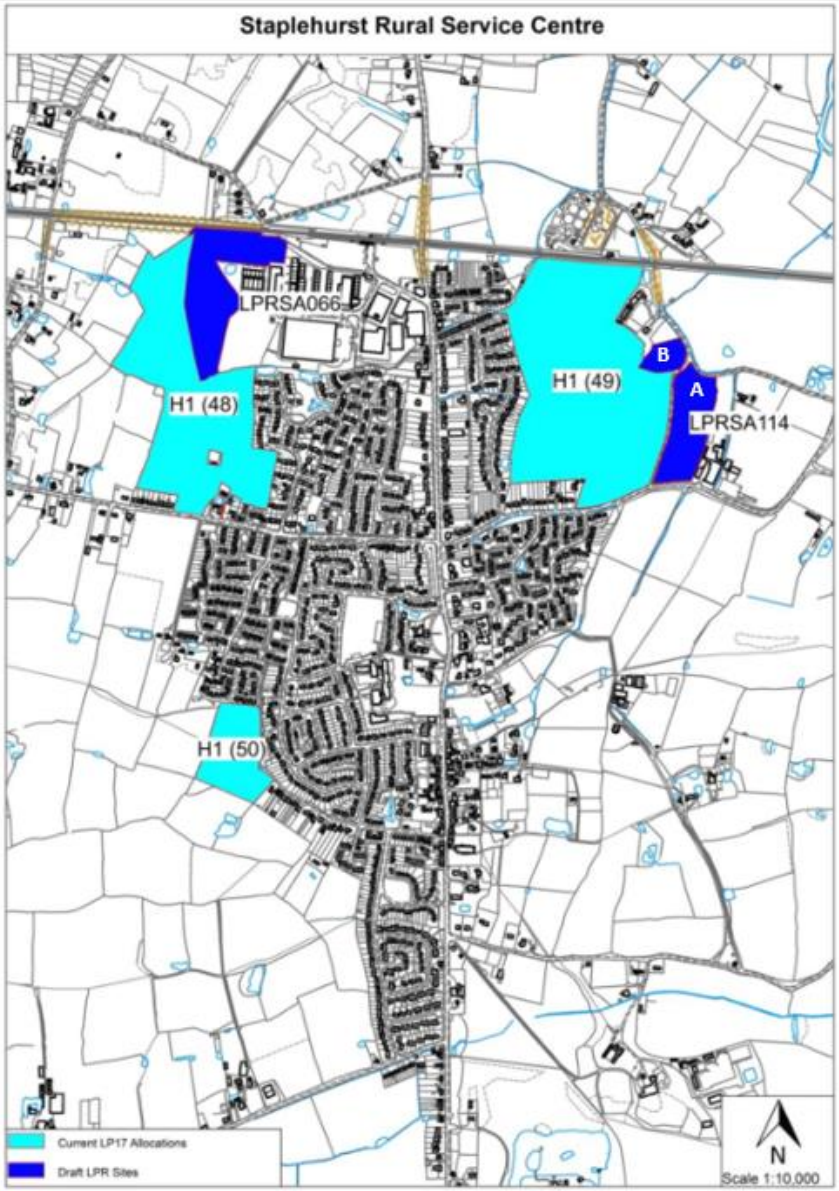


Land at Home Farm (Sites A and B) is included as a draft allocation for the development of approximately 49 dwellings **at an average density of 30 dph**. The following conditions are considered appropriate to be met before development is permitted.

Design and layout

		• **The site comprises two parcels of land, the main, Site A, to the north of Pile Lane and a smaller Site B to the north.** • The two parcels of land shall be the subject of a single masterplan that provides an appropriate distribution of built development and open space having regard to the following guidelines. • Development of Site A shall be set back from Headcorn Road **and be designed to respect its rural character.** • The north eastern section of ~~s~~ **S**ite A and the entirety of Site B will be built at a lower density and incorporate landscaping buffers in order to reflect the settlement edge location and to preserve the rural lane character of both Pile and Sweetlands Lanes. • Development along the eastern boundary **of Site A** should be sited and designed to ensure an appropriate relationship with neighbouring commercial uses, such that the amenity of future residents is acceptable and so that the ongoing commercial viability of the commercial ~~unit~~ **land to the east** is not prejudiced. • ~~Site design and layout shall be informed by a local historic impact assessment.~~ **Landscape/Ecology** • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. • The development proposals shall be designed to take into account the results of a LVIA undertaken in accordance with the principles of current guidance. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Public access to areas designated as habitat in any landscape masterplan would normally be limited to maintenance purposes. **Access, Highways and transportation** • Vehicular access to site A shall be via Headcorn Road, with the junction designed to minimize loss of existing hedgerow. There shall be no vehicular access from Site A to either Pile Lane or Sweetlands Lane. • Vehicular access from Site B shall be located so as to minimize hedgerow loss and preferably, for highway safety reasons, be via Little Threads ~~l~~Lane.	

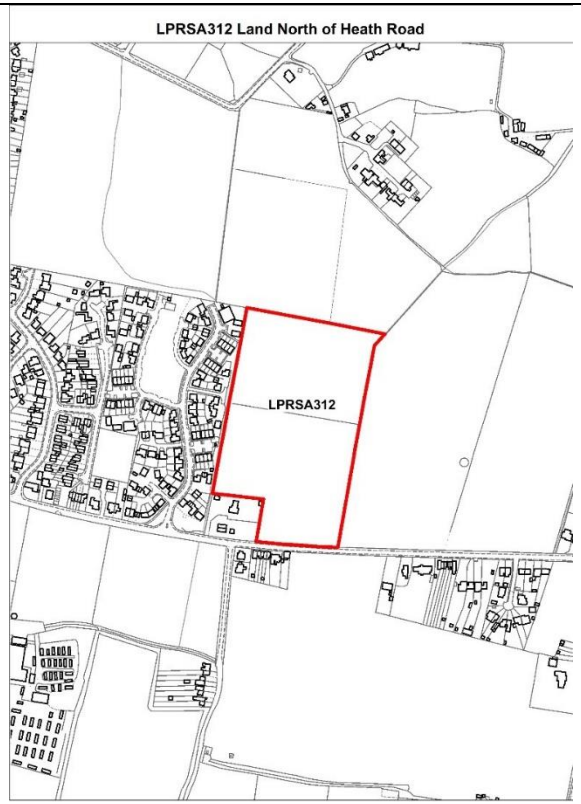
		Flood Risk/Drainage • The layout of residential accommodation should avoid the northern part of the site and the fringes of Flood Zone 2. • A Flood Risk Assessment and surface water drainage strategy will be required alongside any planning application. This should demonstrate that sufficient on-site mitigation is achievable in order to ensure that the risk of flooding in adjacent areas is not increased. **Open Space** • The developments shall provide accessible open amenity space in accordance with Policy ~~SP13(B) &~~ **LPR**INF1, to include a minimum of 0.18ha of useable amenity green space incorporating children's play, micro allotments/community growing areas and other functions that contribute positively to the **health and wellbeing of the** future community. • Site A shall ~~also~~ provide 0.85 ha of semi/natural **open** space. **Utilities Infrastructure** • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of necessary infrastructure.	
MM87	Page 86	**Amend diagram on page 86 (Staplehurst Rural Service Centre) as follows:** Diagram to clarify the two distinct land parcels (A and B) as referenced in the policy.	For clarity and plan effectiveness.


Staplehurst Rural Service Centre
LPRSA066
H1 (48)
H1 (49)
B
A
LPRSA114
H1 (50)
Current LP17 Allocations
Draft LPR Sites
N
Scale 1:10,000

MM88	LPRSA312	**Amend Policy LPRSA312 as follows:** Land **amounting to no more than approximately 4.6ha** ~~N~~north of Heath Rd – ~~Beacon Park~~ is included as a**n** ~~draft~~ allocation for the development of approximately 85 dwellings **at an average density of circa 30 dph.** The following conditions are considered appropriate to be met before development is permitted. **Design and layout** • Development proposals will be of a high standard of design incorporating the use of contextually derived **design and** vernacular materials; **incorporating a variety of typologies, materials, landscaping and street scenes.** • Both the northern and eastern boundaries shall incorporate lower densities and integrated landscaping to reflect their edge of village setting. • A landscape/**coalescence** buffer including tree planting, of no less than **1.42 ha** ~~15~~ **and at no part less than 20m in depth** shall be provided **to the site's eastern and northern boundaries** ~~prior to development commencing on the site~~ **and be designed** to ~~ensure separation~~ **prevent coalescence** between the eastern edge of Coxheath and the western edge of Loose. • **Within these landscaped and open space buffers, the net developable area should not materially exceed circa 2.83 ha.** ~~• The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes.~~ • The **development** layout ~~of new dwellings and roads to~~ shall respect the amenities and setting of adjacent residential properties. • Streets shall incorporate tree planting as part of an overall landscape management plan, with the visual impact of car parking mitigated. ~~• Site design and layout shall be informed by a local historic impact assessment.~~ **Landscape/Ecology** • A phase 1 habitat survey will be required, which may as a result require on and/or off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation enhancement. Public access to such areas would normally be limited.	For plan effectiveness and to ensure plan is justified.

		• The development proposals shall include provision for the protection and buffering as appropriate of the adjacent area of ancient woodland. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Provision shall include no less than 1.3 ha of semi/natural open space the ~~principle~~ **principal** focus of which shall be to contribute to **site buffers and** biodiversity net gain**, but which may include access where conflict with habitat does not arise.** The location and layout of such areas shall be designed to avoid conflict with **more active** accessible residential amenity spaces **such as children's play.** • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. **Access, Highways and transportation** • Vehicular access shall be via Heath Road, with no vehicular connections to Forstal Lane. • The new junction to Heath Road shall incorporate appropriate sight lines and be designed to appropriate capacity and safety standards. • The site shall enable connectivity to existing/planned PRoW and cycle routes to the east and west of the site. • The site shall provide safe pedestrian and cycle routes through the site which are **by design** well supervised. • **Contributions to off-site highways mitigation, namely Linton Crossroads, or an alternative agreed by the LPA and Highway Authority.** **Open Space** • The development shall provide accessible open amenity space in accordance ~~with Policy SP13(B) &~~ INF1, with **in addition to any semi/natural buffer,** a minimum of ~~0.26 ha~~ **0.55ha of additional** ~~of useable~~ **accessible** amenity green space incorporating elements such children's play, micro allotments and other functions that contribute positively to the **wellbeing of the** future community. ~~•~~ Such amenity spaces should form an integrated element of the overall masterplan. • **The quality and function of accessible open space shall not be prejudiced by the incorporation of any active SUDS elements, which if necessary should be independently provided.** ~~• Where it is not feasible, due to site characteristics, to provide an appropriate open space~~	

		~~typology in accordance with Policy SP13(B), the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the village.~~ **Utilities Infrastructure** • The ~~Applicant~~ **proposal** to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. **Amend site allocation boundary as follows (with revised boundary shown in schedule of changes to Policies Map).**	

			
MM89	LPRSA248	**Amend Policy LPRSA248 as follows:** Land ~~to the north and south of~~ **at** Kenward Road ~~totalling 9.1 ha~~ is included as ~~a draft~~ **an** allocation for the development of approximately 100 dwellings at an average density of **approximately** 30 dwellings per hectare**, together with associated open space and infrastructure on land south of Kenward Road.** The following conditions are considered appropriate to be met before development is permitted. **Design and Layout** • The development shall provide approximately 100 dwellings**, only to be provided on**	For plan effectiveness and clarity to aid policy implementation.

		land north ~~and south~~ of Kenward Road at a**n average** density ~~of not exceeding~~ **of approximately** 30 dph~~, in a manner that enables the rounding off of the adjacent residential areas at a similar density~~. • The ~~remainder of the~~ land south of Kenward Road shall be laid out as a new community open space, and BNG area, **together with SUDS measures to mitigate the residential element, plus pedestrian crossing / access measures.** • The development shall be subject to a single masterplan which demonstrates phasing **and delivery** of both built development and open spaces. • ~~Both housing development areas will~~ **The layout and form of the housing element shall** be informed by an LVIA and incorporate **both** boundary **and internal structural landscaping that responds to the site's topography.** • Design of the site will need to ensure neighbouring resident's amenity is protected. • **The layout and design of new dwellings shall incorporate measures necessary to mitigate the impacts of adjacent agricultural operations.** • ~~Site design and layout shall be informed by a local historic impact assessment.~~ **Landscape/Ecology** • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Public access to areas designated primarily as habitat in any landscape masterplan would normally be limited to maintenance purposes. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • All landscaping to be principally native planting. • The proposed open spaces and new habitat shall be the subject of a delivery strategy and long-term management plan. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application.	

		Access, Highways and Transportation • Access ~~points to both sites~~ **to the residential element (plus any maintenance or other access to the open space to the south)** shall provide junction and sight lines designed to appropriate capacity and safety standards. • ~~Both site access points shall incorporate~~ **The development shall provide** appropriate pedestrian crossing points to Kenward Road **to allow connectivity to existing footways.** • The southern site shall enable appropriate access to the adjacent agricultural holding in a manner that does not adversely impact upon the amenity and safety of residents and users of the open space. • The southern site shall provide parking for users of the open space in a manner that does not adversely affect the amenity of the surrounding area. • Replacement provision shall also be provided for any loss of on-street residential parking. • The development shall deliver appropriate traffic speed management measures to **the surrounding highway network.** ~~North Street~~. ~~**Flood Risk/Drainage**~~ • ~~**The site should be designed to ensure that it has a positive impact on the River Beult catchment, and does not worsen local flood risks on Mote Road.**~~ • ~~**The only vehicular access to the site is through Flood Zone 3. Any development will be dependent upon acceptable flood safety measures being agreed with the EA.**~~ **Open Space** • The provision of open space shall have regard to Policy ~~SP13(B) &~~ **LPR**INF1 • The proposed open spaces across both sites and new biodiversity areas shall be the subject of a delivery strategy and long-term management plan. • The residential parcel north of Kenward Road shall incorporate both green amenity and play space in a location that is safe for children and well supervised, plus elements of semi natural informal open space. • The land south of Kenward Road shall provide, **in addition to any supporting infrastructure associated with the delivery of the proposed homes north of**	

		Kenward Road, approximately 4.9 ha of public open space**/habitat** in the form of ~~approximately~~ **(to be determined through the submission of an Open Space Strategy in collaboration with the council and the Parish council)**: ○ ~~0.4ha of~~ community allotments/growing area**s** ○ ~~ha of~~ new Riverside landscape/habitat **creation** ○ ~~ha of~~ informal open space ○ ~~0.5ha of~~ recreational open space ○ **Sustainable Urban Drainage** ○ **Ancillary parking to support the open space** **Utilities Infrastructure** • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure.	
MM90	LPRSA071	**Amend Policy LPRSA071 1st sentence as follows:** Land adjacent to Kellen Manor, Harrietsham is included as a draft allocation for the development of approximately ~~47~~ **37** dwellings. **Amend Policy LPRSA071 6th bullet under Landscape/Ecology as follows:** • The development proposals shall be designed to take into account the results of a detailed aboricultural survey, tree constraints plan and tree retention/protection plans, **including to inform the site development capacity**.	For plan effectiveness and to ensure policy is justified.

MM91	LPRHOU1	**Amend Policy LPRHOU1 as follows:** 1. Proposals for development on previously developed land (brownfield land) ~~on land~~ outside of ~~smaller villages and~~ the countryside that make effective and efficient use of land and which meet the following criteria will be permitted…	For plan effectiveness.

<table>
<tr><td></td><td></td><td>2. In exceptional circumstances, the residential redevelopment of previously developed land in the countryside ~~and smaller villages~~ which meet the above criteria will be permitted provided the redevelopment will also result in…</td><td></td></tr>
<tr><td>MM92</td><td>LPRHOU2</td><td>Amend Policy LPRHOU2 as follows:

1. On land outside of the countryside ~~and undefined settlements~~ proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted if…

2. On land outside the countryside ~~and undefined settlements~~ proposals for the conversion or redevelopment of a dwelling to self-contained flats or the use of a building as a house in multiple occupation which also meet the following criterion will be permitted…</td><td>For plan effectiveness.</td></tr>
<tr><td>MM93</td><td>Para 9.31 to 9.32</td><td>Amend paragraphs 9.31 to 9.32 as follows:

9.31 The SHMA identifies three sub-categories of specialist residential accommodation for older people:

• Retirement living or sheltered housing which comprises self-contained units with some shared facilities and on-site supportive management.
• Enhanced sheltered housing which typically has 24/7 staffing cover and some shared meals.
• Extra care which provides personal or nursing care. These facilities may include dementia care. These are counted as bedspaces.

<u>9.31(a) The SHMA defines these as Housing with Support and Housing with Care. It identifies a total need of 2,142 speciality housing units as follows:</u>

<table>
<tr><td></td><td><u>Rented</u></td><td><u>Leasehold</u></td><td><u>Total</u></td></tr>
<tr><td><u>Housing with Support</u></td><td><u>105</u></td><td><u>1,234</u></td><td><u>1,339</u></td></tr>
<tr><td><u>Housing with Care</u></td><td><u>371</u></td><td><u>432</u></td><td><u>803</u></td></tr>
</table>

9.32 The SHMA identifies ~~a total need of 2,142 retirement living and enhanced sheltered housing units over the plan period comprising a mix of rented and leasehold tenures, and~~ an additional 1,228 ~~extra~~ <u>care or nursing</u> home bedspaces.</td><td>To ensure the plan is positively prepared and justified. To appropriately reflect the evidence base.</td></tr>
</table>

MM94	LPRHOU7	**Amend Policy LPRHOU7 as follows:** 1. On land within or adjacent to the ~~boundaries of Maidstone urban area, Rural Service Centres, and larger villages~~ **settlement boundaries**, proposals for new retirement living, sheltered housing, enhanced sheltered housing and extra care facilities, through new build, conversion or redevelopment and for extensions to existing nursing and residential care homes which meet the following criteria will be permitted: a. The site is located adjacent to the settlement boundary; b. The proposal is sustainably located with accessibility by public transport; c. The proposal will not adversely affect the character of the locality or the amenity of neighbouring properties including by means of noise disturbance or intensity of use; or by way of size, bulk or overlooking; and d. Sufficient visitor and staff vehicle parking is provided in a manner which does not diminish the character of the street scene. 2. Proposals for specialist residential accommodation in unsustainable locations, and not within or adjacent to the defined boundaries of the Maidstone urban area, rural service centres and larger villages will not be permitted. 3.Existing specialist residential accommodation will be protected from loss through either redevelopment or conversion **where there is an identified need.** Any change outside that permitted will need to demonstrate the lack of need for**, or financial viability of,** the facility within the borough.	For plan effectiveness and ensure the plan is positively prepared.
MM95	Para 9.40	**Amend paragraph 9.40 as follows:** As set out in Policy LPRSP10(b) the council supports the principle of self and custom build housing and aims to meet the needs of those identified on the registers that it keeps. However, it also needs to manage the development of this type of housing to make sure it is appropriate. It is important to ensure that larger schemes deliver design coherence and are carefully planned and managed to ensure clarity for individual plot holders. **As with other windfall housing development, custom and self-build housing should primarily be located as per the settlement hierarchy, and therefore outside of the countryside unless site specific circumstances indicate otherwise.**	For plan effectiveness.

MM96	LPRHOU8	**Amend Policy LPRHOU8 to delete criterion (1)(II) and footnote (13) as follows:** ~~II. The planning definition of a Gypsy, Traveller or Travelling Showpeople, as set out in Planning Policy for Traveller Sites (2015)[13] is met;~~ ~~[13]Planning Policy for Traveller Sites (2015): https://www.gov.uk/government/publications/planning-policy-for-traveller-sites~~	For consistency with national planning policy.
MM97	LPRHOU9	**Amend Policy LPRHOU9 criterion (2) as follows:** 2. The revision of self-build or custom build housing to open market housing will be permitted in the following circumstance: a. Evidence is provided to the council that plots have been prominently marketed for sale to self or custom builders through the Council's Self-Build and Custom Housebuilding Register and through any relevant organisations, and a buyer has not be**en** found within a ~~24~~ **12**-month period.	For plan effectiveness and to ensure the plan is justified.
MM98	Para 9.71 LPRTLR2	**Amend paragraph 9.71 as follows:** With such a diverse rural tourism offer, it is important to provide alternative, diverse forms of accommodation to encourage visitors to stay for extended periods of time in the borough. However, the provision of tourist facilities must be balanced against the need to recognise the quality of the countryside for the sake of its intrinsic character and beauty. Proposals must also accord with the criteria set out under LPRSP14 in relation to Areas of Outstanding Natural Beauty and Green Belt. **For the purposes of policy LPRTLR2, the term 'holiday lets' does not include the construction of new permanent dwellings in the countryside.** **Amend Policy LPRTLR2 as follows:** 1. Proposals for sites for the stationing of holiday lets, **holiday** caravans and/or holiday tents outside of the settlement boundaries as defined on the policies map will be permitted where…	For plan effectiveness. To make clear the distinction between visitor accommodation and permanent dwellings for policy implementation.

MM99	LPRQ&D3	**Amend Policy LPRQ&D3 to delete last sentence as follows:** ~~In town, district and local centres as set out in policy LPRSP11(c), signage should be at ground floor level unless there is sufficient justification for them above this level.~~	For plan effectiveness.
MM100	LPRQ&D5	**Amend Policy LPRQ&D5 to include policy numbering and a new criterion (1)(vi) as follows:** 1. **The conversion of rural buildings will be permitted where the following criteria are met:** **vi. In addition and where relevant, account should be taken of the Kent Farmsteads Guidance and the Kent Downs AONB Farmstead Guidance.** **Conversion for non-residential purposes** 2. In addition to criteria 1(i – vi) above… **Conversion for residential purposes** 3. In addition to criteria 1(i – vi) above…	For plan effectiveness and to ensure the plan is justified.
MM101	LPRQ&D6	**Amend Policy LPRQ&D6 as follows:** All new development will be expected where possible to meet the new technical standards as follows: 1) internal space standards as set out… ~~1)~~**2)** Accessibility and adaptable dwellings standard M4 (2) or any superseding standards in line with evidence of the SHMA, national planning policy and guidance. **Development proposals will be considered having regard to site specific factors (such as vulnerability to flooding, site topography, and other circumstances) which may make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable.** **3) Where the Council has identified evidence of a specific need for a wheelchair accessible standard M4(3) property (for which the council is responsible for allocating or nominating a person to live in that dwelling) that is relevant to a site, this will be negotiated with the developer and secured by planning obligation, subject to consideration of viability and suitability.**	For consistency with the NPPF and NPPG.

		~~3)~~ **4)** New dwellings shall be built…	
MM102	Paras 9.87 to 9.90 LPRTRA3	**Delete paragraphs 9.87 to 9.90 and Policy LPRTRA3 as follows:** ~~POLICY LPRTRA3: PARK AND RIDE~~ ~~The role of park and ride is to provide an alternative to the private car from the outer parts of an urban area to the centre. It is to help combat congestion, air quality issues and bring about environmental benefits~~ ~~Maidstone has supported the principle of Park and Ride for a long time. The first site serving the town opened in 1989. At present there are two park and ride sides within Maidstone Borough serving the urban area. These include:~~ ~~• Willington Street Park and Ride~~ ~~• London Road Park and Ride~~ ~~Combined these sites provided a capacity of approximately 918 parking spaces, and a regular service from them to the town centre.~~ ~~The Council will keep under regular review future need for park and ride provision, and will consider alternative sites, if required.~~ ~~**Policy LPRTRA3: Park & Ride**~~ ~~The following sites, as defined on the policies map, are designated bus Park and Ride sites:~~ ~~i. London Road (to serve the A20 west corridor); and~~ ~~ii. Willington Street (to serve the A20 east corridor).~~ ~~The council will seek to protect these sites to be maintained as Park and Ride sites and will seek opportunities for new Park and Ride sites in the borough, especially in and around the Maidstone Urban Area.~~	For plan effectiveness and to ensure the plan is justified.
MM103	LPRTRA4	**Amend Policy LPRTRA4 as follows:** 1. Car parking standards for new residential developments will be assessed against the	For policy clarity, plan effectiveness

		requirements set out in KCC's Interim Guidance Note 3 (IGN3) to the Kent Design Guide or any subsequent revisions or superseding documents produced by the Highways Authority. 2. For all new non-residential developments, and for cycle and motorcycle parking in residential developments, provision for all types of vehicle parking should be made in accordance with advice by Kent County Council as Local Highway Authority. As a starting point of reference, consideration should be given to the standards set out in the former Supplementary Planning Guidance 4 (SPG4) to the Kent and Medway Structure Plan. 3. The council may depart from established maximum or minimum standards to take account of: a) Specific local circumstances that may require a higher or lower level of parking provision for reasons including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems; b) the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area; c) allow the appropriate re-use of the upper floors of buildings in town centres or above shop units; d) innovative design that can sufficiently justify a reduced provision of vehicle parking Any departure from the adopted standards will be informed by consultation with the Local Highways Authority. ~~New developments should ensure that proposals incorporate electric vehicle charging infrastructure as follows:~~ ~~a) New residential dwellings with private on-curtilage parking provision shall provide active Electric Vehicle charging points at a minimum of 1 per dwelling *of* sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector – 230v AC 32 Amp single phase charging.~~ ~~b) New residential dwellings with private allocated off-curtilage parking provision shall provide cabling to all spaces where practical to allow for future installation of charging points. Cabling shall be of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector – 230v AC 32 Amp single phase charging.~~ ~~c) Proposals for residential development which includes the provision of communal parking shall provide electric vehicle infrastructure at a rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.~~	and consistency with Building Regulations. Deleted text necessary to avoid duplication and/or conflict with Part S of the Building Regulations.

		4. Proposals for non-residential development which includes the provision of parking shall provide electric vehicle charging points at a minimum rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.	
MM104	LPRINF2	**Amend Policy LPRINF2 as follows:** Adequate accessibility to community facilities, including social, education and other facilities, is an essential component of new residential development. 1. Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured as appropriate by planning conditions, through legal agreements, or through the Community Infrastructure Levy. 2. Proposals requiring planning permission which would lead to a loss of community facilities will not be permitted unless: • It is evidenced that a need within the locality no longer exists, and it is not commercially viable (supported by audited financial reports and a reasonable level of proper marketing evidence); • or a replacement facility acceptable to the council is provided or secured. **3. Specific proposals affecting existing open space, sports and recreation assets requiring permission will not be permitted unless they accord with the relevant sections of the NPPF and Sport England's Playing Field Policy where relevant.** ~~3.~~ **4.** The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools and will encourage the dual use of education facilities (new and existing) for recreation and other purposes.	For consistency with national policy and an effective plan.
MM105	LPRENV1	**Amend Policy LPRENV1 as follows:** 1. Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and its setting. This includes responding positively to views of and from that asset. **This also includes the potential public benefits from development impacting a heritage asset.**	For consistency with national policy/guidance and plan effectiveness. Note: Modification to criterion (3) is a minor modification but shown with other

		2. Where appropriate, development proposals will be expected to respond to the value of the historic environment by the means of a proportionate Heritage Assessment which assesses and takes full account of: i. Any heritage assets, and their settings, which could be impacted by the proposals; ii. The significance of the assets; and iii. The scale of the impact of development on the identified significance. 3. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit a proportionate ~~landscape~~ assessment by way of an appropriate desk-based assessment and, where necessary, a field evaluation. This will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of community. 4. The council will apply the relevant tests and assessment factors specified in the National Planning Policy Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting. **This includes applying this policy to non-designated heritage assets where a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.**	changes for completeness. Also shown in Minor Mods schedule.

MM106	Appendix 1 Page 286	**Amend Appendix 1 'Housing Trajectory' to provide an updated housing trajectory, including a stepped trajectory.** *As set out in the Appendix to this schedule of main modifications.*	For plan effectiveness.
MM107	Appendix 2 Page 287	**Amend selected terms in the Appendix 2 'Glossary'.** *As set out in the Appendix to this schedule of main modifications.*	For plan effectiveness and consistency with the NPPF.
MM108	Appendices	**Insert a new Appendix 3 titled '~~Saved~~ 2017 Local Plan ~~-~~Policies Not Superseded on adoption of the Local Plan Review' as follows:** *As set out in the Appendix to this schedule of main modifications.* **Also add Site H1(24) Postley Road, Tovil.**	For plan effectiveness and consistency with the NPPF.

MM109	Appendices	**Insert a new Appendix 4 titled 'Strategic Policies' as follows:** **Appendix 4 – Strategic Policies**	For consistency with the NPPF.

Maidstone Local Plan Review	
Policy reference	**Policy Name**
LPRSS1	**Maidstone borough spatial strategy**
LPRSP1	**Maidstone town centre**
LPRSP2	**Maidstone urban area**
LPRSP3	**Edge of the Maidstone urban area**
LPRSP4(A)	**Heathlands garden settlement**
LPRSP4(B)	**Lidsing garden community**
LPRSP5	**Strategic development locations**
LPRSP5(B)	**Invicta Barracks strategic development location**
LPRSP5(C)	**Lenham broad location for housing growth**
LPRSP6	**Rural service centres**
LPRSP6(A)	**Coxheath**
LPRSP6(B)	**Harrietsham**
LPRSP6(C)	**Headcorn**
LPRSP6(D)	**Lenham**
LPRSP6(E)	**Marden**
LPRSP6(F)	**Staplehurst**
LPRSP7	**Larger villages**
LPRSP7(A)	**East Farleigh**
LPRSP7(B)	**Eyhorne Street (Hollingbourne)**
LPRSP7(C)	**Sutton Valence**
LPRSP7(D)	**Yalding**
LPRSP8	**Smaller villages**
LPRSP9	**Development in the countryside**
LPRSP10	**Housing delivery**
LPRSP10(A)	**Housing mix**
LPRSP10(B)	**Affordable housing**
LPRSP11	**Economic development**
LPRSP11(A)	**Safeguarding existing employment sites and premises**
LPRSP11(B)	**Creating new employment opportunities**

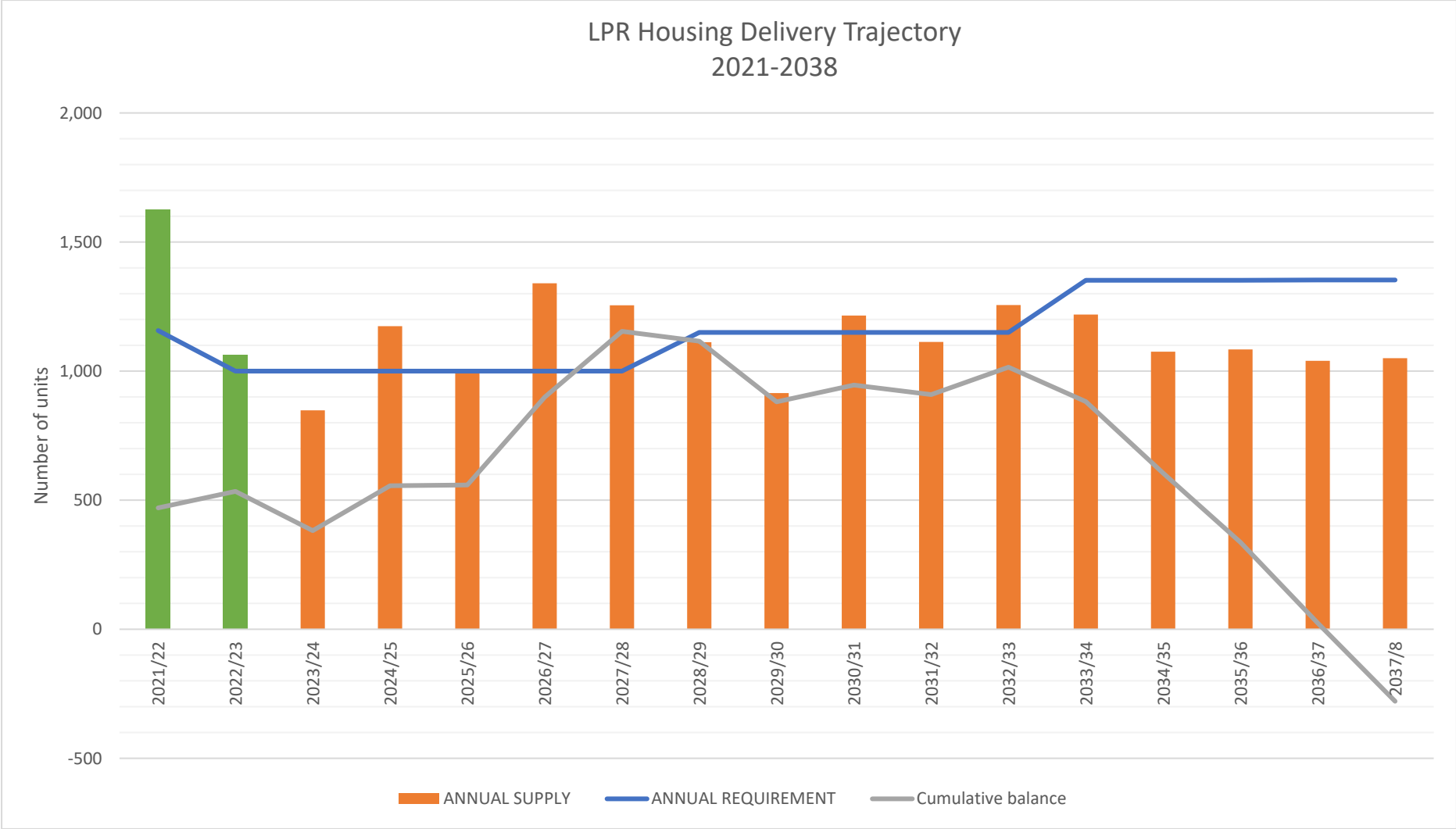
		LPRSP11(C)	**Town, District and Local centres**		
		LPRSP12	**Sustainable transport**		
		LPRSP13	**Infrastructure delivery**		
		LPRSP14(A)	**Natural environment**		
		LPRSP14(B)	**The historic environment**		
		LPRSP14(C)	**Climate change**		
		LPRSP15	**Principles of good design**		
		Site Allocations	**All site allocation policies are strategic policies**		
		Maidstone Local Plan 2011-2031			
		GT1	**Gypsy and traveller site allocations**		
		OS1	**Open space allocations**		
		Site Allocations	**All site allocation policies are strategic policies**		

Appendix to the Main Modifications

Appendix 1: Housing Trajectory

Past years (completions)		Future trajectory (from expected plan adoption in 2023)														
2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8
1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353
1,157	1,000	5,000					5,750					6,762				

Supply component	Supply balance	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8	Total 2021/22-2037/38
ANNUAL REQUIREMENT		1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353	19,669
Completions	2,691	1,627	1,064																2,691
Extant permission 10+ Total	3,700	-	-	662	972	712	561	325	177	118	72	40	40	21	-	-	-	-	3,606
Extant permission <10 Total	518	-	-	186	191	132	9	-	-	-	-	-	-	-	-	-	-	-	518
LP17 Allocation Total	230	-	-	-	-	-	-	-	-	-	-	-	154	76	-	-	-	-	230
Lenham NP Total	895	-	-	-	-	40	40	40	16	-	240	190	115	80	80	54	-	-	895
Broad Location Total	567	-	-	-	-	-	34	34	33	33	33	-	-	60	60	90	90	100	567
TC 700 Total	215	-	-	-	-	-	-	-	-	-	-	-	-	43	43	43	43	43	215
Garden Settlement Total	2,890	-	-	-	-	-	-	-	60	100	180	300	355	360	375	380	390	390	2,890
Invicta Barracks Total	1,300	-	-	-	-	-	-	50	75	75	100	100	150	150	150	150	150	150	1,300
Broad Location - villages Total	365	-	-	-	-	-	-	-	-	-	-	-	-	73	73	73	73	73	365
Windfall large Total	1,355	-	-	-	-	-	-	-	90	90	90	90	90	181	181	181	181	181	1,355
Windfall small Total	1,356	-	-	-	-	-	113	113	113	113	113	113	113	113	113	113	113	113	1,356
LPR Allocation Total	3,308	-	-	-	11	119	583	693	548	386	387	280	239	62	-	-	-	-	3,308
ANNUAL SUPPLY	19,390	1,627	1,064	848	1,174	1,003	1,340	1,255	1,112	915	1,215	1,113	1,256	1,219	1,075	1,084	1,040	1,050	19,296
		470	64	-152	174	3	340	255	-38	-235	65	-37	106	-133	-277	-268	-313	-303	
Cumulative balance		470	534	382	556	559	899	1,154	1,116	881	946	909	1,015	882	605	337	24	-279	


LPR Housing Delivery Trajectory
2021-2038
2,000
1,500
1,000
500
0
-500
Number of units
2021/22
2022/23
2023/24
2024/25
2025/26
2026/27
2027/28
2028/29
2029/30
2030/31
2031/32
2032/33
2033/34
2034/35
2035/36
2036/37
2037/8
ANNUAL SUPPLY
ANNUAL REQUIREMENT
Cumulative balance

Appendix 2: Glossary

Definition	Modifications to Regulation 19 LPR Appendix 2: Glossary	Reason
Article 4 Direction	~~Restricts permitted development rights in relation to a particular area or site such as in a conservation area, or a particular type of development.~~ **A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.**	To bring in line with NPPF (2021).
Garden settlements	A holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy, and sociable communities. The main characteristics are: • A purpose-built new settlement, or large extension to an existing town • A community with a clear identity and attractive environment • It provides a mix **of** homes, including affordable and self-build • Planned by local authorities or private sector in consultation with the local community.	To rectify a typographical error.
~~Green and blue infrastructure~~	~~The term is used in Maidstone borough to refer collectively to the active planning, creation, management and protection of multifunctional green spaces and water bodies (the blue element) in built and urban environments. The term includes but is not limited to parks and gardens, natural and semi natural open spaces, green corridors, outdoor sports facilities, allotments, and river corridors. The primary functions of GBI are to conserve and enhance biodiversity, create a sense of space and place, and support healthy living by increasing outdoor recreational opportunities for people.~~	To bring in line with NPPF (2021), this definition is deleted and captured in a new definition of 'Green and blue infrastructure' below.
Green and blue infrastructure	A network of multi-functional green **and blue** spaces **and other natural features**, urban and rural, which is capable of delivering a wide range of environmental**, economic, health and wellbeing** ~~benefits and quality of life~~ benefits for **nature, climate,** local **and wider** communities and prosperity.	To bring in line with NPPF (2021) definition of 'Green infrastructure'.
Housing Delivery Test	Measure~~'~~s net ~~additional dwellings provided~~ **homes delivered** in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.	To bring in line with NPPF (2021) and to rectify a typographical error.
Kent Medical Campus	~~Permission granted for 98,000m2 A1, B1, C2 and D1 flexible accommodation for health, education, and life science companies.~~	Clarification. The policy supporting text indicates that various permissions

	Refer to Policy LPRRMX1(1) – Newnham Park (Kent Medical Campus)	have been granted at the site.
Larger Villages	Most sustainable **established** settlements in Maidstone's settlement hierarchy after the town centre, urban area and rural service centres: ~~Coxheath~~ **East Farleigh**, Eyhorne Street (Hollingbourne), Sutton Valence and Yalding	To accurately reflect the settlement hierarchy in the Local Plan Review.
Major Development	**For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.**	To bring in line with NPPF (2021) and relevant legislation.
National Planning Policy Framework	The NPPF was published in ~~February 2019~~ **July 2021** and it sets out the government's planning policies for England and how these must be applied. Local plan policies must be in conformity with the NPPF.	Factual correction.
Primary Shopping Area	**Defined** ~~A~~**a**rea where retail development is concentrated.	To bring in line with NPPF (2021).
Rural Service Centres	Most sustainable **established** settlements in Maidstone's settlement hierarchy after the town centre and urban area: **Coxheath,** Harrietsham, Headcorn, Lenham, Marden and Staplehurst.	To accurately reflect the settlement hierarchy in the Local Plan Review.
Schools Capacity Survey	The school capacity survey is a statutory data collection that all local authorities must complete every year. Local authorities must submit data about: school capacity (the number ~~if~~ **of** places and pupils in a school year), pupil forecasts (an estimation of how many pupils there will be in future), capital spend (the money schools and local authorities spend on their buildings and facilities).	To rectify a typographical error.
Self-build and custom-build housing	Housing built by an individual, a group of individuals, or persons working with of for them, to be occupied by that individual. Such housing can be either market or affordable housing. **A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.**	To bring in line with NPPF (2021).
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ~~low and~~ ultra-low **and zero** emission vehicles, car sharing and public transport.	To bring in line with NPPF (2021).
Windfall	**A site which has not been specifically allocated in a development plan.**	To address an omission.

Appendix 3: Saved Policies

Appendix 3 is attached separately (owing to file size).